The Bombay Gazette.

No. 7,178.—New Series. BOMBAY :—MONDAY, MARCH 15, 1869. Annual Subscription in Advance.....Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERM OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52	0
including postage	„ 72	0
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First insertion	7 As. per line.
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In the Native languages, double the above.

Domestic Occurrences. Each—Rupee 1.

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship "Sattara," 1,237 tons, 250 H. P., Commander C. Seyts, will be despatched on Tuesday, the 16th March, at noon.

	March.		April
Leave Bombay	16	Leave Galle	26
„ Ratnagherry	17	„ Negapatam	30
„ Vingorla	17	„ Pondicherry	27
„ Goa	18	„ Cuddalore	28
„ Mangalore	19	„ Coconada	31
„ Cannanore	20		April
„ Calicut	20	„ Vizagapatam	1
„ Beypore	20	„ Bimlipatam	1
„ Cochin	21	„ Gopalpore	2
„ Tuticorin	22	„ False Point	3
„ Colombo	23	Arrive Calcutta	4

This route is the most expeditious and economical for passengers for the Neilgherrie district, Bangalore and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

N. B.—Until further notice the steamers from Bombay and Calcutta will call at Ratnagherry and Vingorla monthly on the dates above given.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Lingas, Bushire, Fao and Bussorah.

Up.	Mar.	Mar. & Apl.	Down.	Mar.	Apl.
Leave Bombay	12	26	Leave Bussorah	26	9
„ Kurrachee	12	26	„ Fao	26	9
„ Guadur	13	27	„ Bushire	28	11
„ Muscat	16	30	„ Lingas	30	13
	April			April	
„ Bunder Abbas	18	1	„ Bunder Abbas	1	15
„ Lingas	19	2	„ Muscat	3	17
„ Bushire	22	5	„ Guadur	5	19
„ Fao	23	6	„ Kurrachee	7	21
Arrive Bussorah	24	7	Arrive Bombay	10	24

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

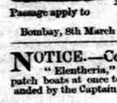
STEAM COMMUNICATION WITH KURRACHEE.

THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every MONDAY at noon.

The steam-ship "Mahratta," 742 tons, 120 H. P., Commander A. Scott, will be despatched on Monday, the 15th March, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.



STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders :—

Fares from Bombay to	Rewas.	Dhurumtur.	Oorun.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	2 0	2 8	3 0
Second Class	0 12	1 1	0 8	0 12
Third Class	0 6	0 8	0 4	0 9

The Dhurumtur Ferry leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M.

The Oolwa Ferry leaves Carnac Bunder daily at 9 A.M., and Oolwa at 1 P.M.

Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

Apollo Street, Bombay, 5th November 1867.

BROACH, GOGO, AND BHOWNUGGUR FERRY STEAM FERRY (under Contract with Government.) A Steam Ferry Boat plies daily between Broach, Gogo, and Bhownuggur.

Fares from Broach.	To Gogo.	To Bhownuggur.
First Class	Rs. 5 0	Rs. 7 0
Second Class	„ 3 8	„ 4 0
Deck	„ 1 8	„ 2 0
Horses	„ 4 0	„ 5 0
Carriages	„ 4 0	„ 6 0

Further particulars can be learnt on application to the undermentioned Agents :—

FURDOONJEE JEEWANJEE, at Broach.
RUTILALL PERMANANDASS, Gogo.
PURBHASHUNKER GOWREESHUNKER, Bhownuggur, or to the undersigned at Bombay.

J. A. SHEPHERD.

Church Street, Bombay, 12th January 1869.

THE well known first class Steamer "Phlox," Baker, Commander, will leave Bombay for the under noted places every Tuesday, taking Goods and Passengers, starting from the Apollo Bunder at 4 P.M., viz :—

Harnee.	Jeytapoor.	Vingoria.
Unjunwel.	Malwan.	Goa.
Ratnagherry.		

For Freight or Passage apply to Nusserwanjee Kersasjee, Manager, Bazaar Gate Street, and for Charter, to J. Dixon, Rampart Row.

FOR LONDON.

THE favorite clipper Ship "Sam Mendel," under engagement to H. M.'s Government, to sail next week, has excellent accommodation for a few cabin passengers. For particulars apply to

COUPLAND & Co.

12th March 1869.

FOR LONDON.

MESSRS. GREEN'S favourite Passenger Ship "Windsor Castle," being under engagement with H. M.'s Government, will sail on or about the 14th March. For particulars as to Freight or Passage apply to

RITCHIE, STEUART, & Co., Agents.

Bombay, 8th March 1869.

NOTICE.—Consignees of cargo per ship "Elentheria," arrived from Calcutta, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the consignees.

W. NICOL & Co.,
Agents of Ship "Elentheria."

ombay 4th March 1869

NOTICE.—Consignees of cargo per ship "Medway," arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the consignees.

W. NICOL & Co.,
Agents of ship "Medway."

Bombay, 2nd March 1869.

NOTICE.—Consignees of cargo per ship "Erato," Captain H. B. Fletcher, arrived from Calcutta, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the consignees.

Delivery orders, accompanied by bills of lading, to be forwarded for our inspection and countersignature.

BELL, VENTZ, & LUCIUS.

NOTICE.—Consignees of cargo per ship "Benvoirlich," from London, are requested to despatch boats at once to take delivery of their respective goods, otherwise the same will be landed at the risk and expense of the concerned, and he will not be responsible for the condition of any package after the same has left the ship's deck.

EWART, LATHAM, & Co.,
Agents for the ship "Benvoirlich."

Bombay, 9th March 1869.

NOTICES.

MESSRS. M. B. COHEN & Co., Shipping and General Commission Agents, No. 8, Meadow Street, entrance Bell Lane.

M. B. COHEN & Co.

20th January 1869.

N. B.—Orders from Up-country promptly attended to.

ADDIS' PATENT CART.—The undersigned having been appointed sole Agent for the above Patent, all applications for supply thereof, and information connected therewith, to be directed to Mr. FELIX KLINGELHOEFER, Tanna.

Tanna, 10th January 1869.

LINDLEY and WARREN. PHOTOGRAPHERS AND MINIATURE PAINTERS.

Apollo Street.

STUDIO OPEN DAILY from 10 till 4.

Cartes de Visite	Rs. 12	per dozen.
Vignettes, Groups and Diamond Cameos	„ 15	„
Postage Stamps	„ 5	„
Cabinet Portraits	„ 24	„
Large Groups and Portraits	„ 4	each.

Miniatures and Portraits on Ivory of exquisite finish, and Photographs of every description Tinted and Painted at the shortest notice. Specimens always on view.

The Album of Architecture for Goozerat is now on sale. 20 Photos 12 by 10 each, with Ground Plans and Letter Press by T. C. Hope, Esq., C.S. Price Rs. 50.

Portraits and View Albums always on sale.

SHIPPING.

OVERLAND ROUTE via TRIESTE.

(In direct communication with the P. & O. Co.'s Steamers to Suez.)

THE Austrian Lloyd's Mail Steamers leave Alexandria direct for Trieste Weekly, immediately after the arrival of the Bombay and Calcutta Mails and Passengers from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles, and is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4 to 5 days, and the Company employ on this line their best steamers, built expressly for this service, and with special reference to the accommodation and comfort of passengers, with an experienced Surgeon on board each vessel. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from 3 days 6 hours to 5 days to London, at an expense varying from £7 to £13.

The Railway between Trieste, Calais and Ostend is complete throughout.

The Custom House and Pass-port systems have been considerably modified and need not cause any apprehension of being vexasious or troublesome.

British subjects proceeding from India to Europe, who are not provided with Foreign-office Passports, can obtain Passports at the Government Secretariates at Calcutta, Bombay, and Madras, or at the British Consulate at Alexandria. Viss to Austria and Prussia are granted by Mr. Gumpert.

Passengers by the P. and O. Company's Steamers to Suez can have their baggage forwarded by that Company's Steamers to Southampton at a charge of 10s. per cwt., to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned Agents are prepared to grant Passage Tickets for the Steamers plying between Alexandria and Trieste and for the Railway between Suez and Alexandria.

Rates of Passage Money, including a liberal table and stewards' fees, from Alexandria to Trieste, first class £15, second class £10; children under 10 years at half fare; under 2 years free. Reduced fares for Families consisting of no less than three adult members travelling together; first class £12 7s. 3d. per head; second class £8 5s. per head. Railway Tickets, from Suez to Alexandria, with all the privileges of passengers by the P. & O. Co., first class £4 10s.; second class £2 5s.; children over 3 and under 10 years half fare. Under arrangements made with the Bombay and Bengal Steam Ship Company (Messrs. Stearns, Hobart & Co., Managers), Passengers from Bombay can book through to Trieste at the following rates :—

First Class ...£64, 10...	Inclusive of railway transit through Egypt, but exclusive of hotel expenses in Egypt, and of wines on board the steamers.	
Second Class £37, 5...		

For further particulars apply to A. C. GUMPERT & Co.
Agents for the Austrian Lloyd.

Bombay, 30, Meadow Street.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertakes to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

RATES OF FARE.

To Suez—1st class £45, 2nd class £25.	Exclusive of Wines.
To Trieste—1st class £64 10s., 2nd class £37 5s.	

Steamers will leave Bombay on every alternate Wednesday commencing on 10th March.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Heinekene & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; and Messrs. Fraissinet Pere et Fils, Marseilles; or to the undersigned in Bombay.

The Steam-ship "Magdala," 2,200 tons, Captain Thompson, will be despatched on Wednesday, the 24th March.

STEARNS, HOBART, & Co.

NEW ADVERTISEMENTS.

COMPLIMENTARY BENEFIT TENDERED TO MR. J. H. WILLY, BY GRACE EGERTON (Mrs. GEORGE CASE,) AND MR. GEORGE CASE. WEDNESDAY NEXT, 17TH MARCH, It being most positively the last appearance of these popular Artists in India, as they proceed to China on the 19th instant.

GRANT ROAD THEATRE.

MR. J. H. WILLY

tenders his grateful thanks to his friends and the public of Bombay for the unprecedented amount of patronage and enthusiastic reception accorded to Mr. and Mrs. George Case during their engagement with him. It is gratifying to him to find that his anticipations of success have been more than realized, and his promises to the public fully redeemed.

Mr. and Mrs. Geo. Case have kindly offered Mr. Willy a benefit (previous to their departure for China by the next Mail on the 19th instant) to take place on

WEDNESDAY NEXT, 17TH MARCH,

on which occasion he trusts that having had the pleasure of introducing these Artists to the Bombay Public, that they will kindly rally round him, and give him a Bumper House on this his first Benefit.

The Programme has been specially selected, and will be

THE MOST ATTRACTIVE OF THE SEASON.

PART I.

SELECTIONS FROM THE DRAWING ROOM FLOOR.

INTRODUCTION.

An unprotected Female—Street Hunters—Old Men and Young Women—Dyed Whiskers and Tight Boots—The Musical Neighbour.

Interruption—Mr. Case in pursuit of his *Inamorata*, and determination to secure the

"APARTMENTS FOR A BACHELOR."

Illustration No. 3.

Mrs Kubbards.....{ a model Landlady }.....Grace Egerton.
Gentlemen taken in and done for—None of your straw mattresses—The opinion of Mrs. Nagg—Moderate Terms and a few *extras*.

Illustration No. 4.

Katty Mooney..(determined on a little recreation)..Grace Egerton.
Song—"Katty Mooney." Irish Jig.
Fantasia Concertina—"The Last Rose of Summer," and "Home, Sweet Home".....Grace Egerton.

Illustration No. 5.

Captain de Boots.....{ a heavy swell }.....Grace Egerton
You're the Tuner!—What a baw!—Where are all the people!—Gone out!—What a baw!—Marriage is such a baw!—
Pistols for Two.

Illustration No. 6.

Deborah Grig.....{ a Charity Girl }.....Grace Egerton.
The Charity Girl—Fifty Boys and Fifty Girls—Their Education and Deportment—The Best Scholar—What she knows and what she doesn't know—A short Examination—The Best Singer in the School.
Specimen Song—"The Rose a pretty Flower is.....Grace Egerton.

DENOUEMENT.
THE DRAWING-ROOM FLOOR
NO LONGER INTENDED TO BE
APARTMENTS FOR A BACHELOR.

AN INTERVAL OF TEN MINUTES!

PART II.

GRAND DUO PIANOFORTE AND VIOLIN,
MR. J. H. WILLY and MR. GEORGE CASE.
THE WIZARD OF THE EAST,
will introduce that extraordinary illusion
THE PROTEAN CABINET,
Which will be TRULY and FULLY EXPLAINED.
Mr. CASE will ENTER the CABINET and
DISAPPEAR WITHOUT CLOSING THE DOORS,
Thus really exposing the secret.

Fantasia Concertina, introducing the Imitation of the Scotch Bagpipes—Mr. GEORGE CASE.

MRS. GEORGE CASE,
as the great English Tenor,
SIMS REEVES!

Ballad, "Come into the Garden, Maud."
Comic Solo Violin.....Mr. Geo. Case.
Miss Minerva Cassandra.....Mrs. Geo. Case.
Votary of the Muses—Henry and severe—Love's fatal dart—New version of Shakespeare—A few recitations.
Signora Inez ..... (from Seville light and sparkling.).....Mrs. Geo. Case.
Spanish Dance, with Castinet Obligato.....Mrs. Geo. Case.
Fantasia—Pianoforte .....Mr. J. H. Willy.

To conclude with a new Comic Sketch written expressly for Mrs. George Case by Edmund Yates, Esq., entitled,

MARRIED AND SETTLED,
OR
DOUBLE DUMMY.

Mr. Timothy Frigwig (a Hair Dresser).....Mr. George Case.
Mrs. Timothy Frigwig (a Milliner).....Mrs. George Case.
Mr. Thomas Tomkins (a fast Medical Student)..Mrs. George Case.
Miss Kitty Crumple (a Maiden Lady of the Old School).....Mrs. George Case.

PRICES OF ADMISSION.

Dress Circle (all numbered)	Rs. 5
Stalls (all numbered)	„ 3
Upper Circle	„ 2
Pit	„ 1

Doors open at half-past 8, Performance to commence at 9 P.M precisely.

Tickets to be had only of Messrs. Chesson and Woodhall, Hummum Street, Fort, where a plan of the Dress Circle and Stalls can be seen.

There are only 172 Dress Circle Seats and 111 Stalls, and no more Tickets will be issued than there are numbered Seats for in those places.

6 Clare Road, Byculla.

STAR and GARTER HOTEL, Nynee Tal, N. W. P.

SEASON 1869.

For terms apply to the Manager.

NYNEE TAL, N. W. P.—Messrs. Freeman and Co. have been induced to form a Wood Engraving Department in connexion with their Photographic Establishment at Nynee Tal, and will be happy to furnish estimates for Wood Engravings, Illustrations for Books, Catalogues, Advertisements, &c., &c., &c.

Photographs and Sketches accurately reproduced and Engraved.

Address J. FREEMAN,
Designer and Engraver on Wood, Nynee Tal, N. W P.

WE hereby beg to inform Cotton Merchants that we have opened our Office in Bombay to carry on business of selling and of receiving orders for Broach Native and Machine Ginned Cotton. All orders entrusted to us will be promptly and carefully executed.

PESTONJEE NUSSEEWANJEE & Co.,
Proprietors Unkleur Ginning Factories.

7, Hummum Street, Bombay, 13th March 1869.

NEW ADVERTISEMENTS.

FOR SALE, the 2nd Edition of Mr. Shapoorjee Eduljee's Gujarati and English Dictionary. Apply to

M. B. COHEN & Co.

NOTICE is hereby given, that a large quantity of Preserved Meat, Essence of Beef, &c., will be sold by Public Auction, at the Commissariat Stores, Military Store Lane, Fort, at 12 noon, on Monday the 15th instant and every subsequent day until the whole is disposed of.

Terms—Cash, and the lots to be removed forthwith.

L. DAVIES, Major,
Deputy Asst. Comry. General.

Executive Commissariat Office, Bombay, 13th March 1869.

MACINDOE, ROGERS, and COMPANY, (in Liquidation).—A Meeting of Creditors of the above Estate will be held at our office, No. 2 Meadow Street, on Monday the 29th March, at 4 o'clock, for the purpose of laying before them a statement of the progress of the Liquidation and other matters.

ROWLAND HAMILTON,
HENRY ROGERS, } Trustees.

Bombay, 15th March 1869.

ELPHINSTONE LAND and PRESS COMPANY (Limited).—UNCLAIMED PROPERTY on CARNAC BUNDER.—NOTICE.—Two foundation stones, measuring 5 ft. 9 in. by 4 ft. 2 in. by 1 ft. 9 in. each, imported from England in September 1865, are lying at the Carnac Bunder unclaimed, and they will be sold to cover ground rent and other charges, unless the owner claims them within one month from this date.

W. NICOL & Co.,
Secretaries and Treasurers.

Bombay, 13th March 1869.

BREECH-LOADING GUNS.—A very superior Breech-loading double-barrel Gun, by "Reilley," complete with every requisite, and a strong leather case. Rs. 350. (Second-hand.)

A superior finished double-barrel Breech-loading Gun, with fittings complete, including a Patent Cartridge-loading Apparatus, in a strong leather case. Rs. 220.

(This Gun is quite new and has the patent snap action.)

A well finished Double-loading double Fowling Piece, in a leather case. Rs. 90.

(A little used.)

Rampart Row. SOUNDY & Co.

ST. ANDREW'S LIBRARY.
THACKER, VINING, & Co.

MISCELLANEOUS DEPARTMENT.

USEFUL SUNDRIES JUST RECEIVED.

Japaned Tin Stationery Racks, with lock and key, Rs. 16 and upwards.
Imperial Mounting Boards, 4 and 8 sheet.
Self-Inking Endorsing Press, the most ready and the most economical little Press yet invented.
Perry's Screw Files, with or without flaps.
Sable and Camel Hair Brushes.
Hog Hair Brushes.
Blotting Books, with or without locks.
Private Account and Memorandum Books, in great variety.
Pedometers, for measuring the distance walked.
Optical Squares.
Boxwood Plotting Scales, in sets.
Carte de Visite Albums—

*** Messrs. T. V. & Co. have always a superior stock of these Books available for selection.

Levelling Books, 12 sheet large 8vo.
Foolscap-Size Letter Clips.
Paper Weights, in variety.
Inspector Boxes, Jennard Newstead's patent fall down fronts, 12 and 14 inches, in Oak or Russia leather, from Rs. 12 to Rs. 50.
Elliott's Self-Registering Thermometers.
Dumpy Levels and Levelling Staves.
Blotting Papers, 38 lbs., Blue or Buff.
Croquet Sets, Chubb's pattern.
Folding Iron Chairs, 4 carpet seats and backs, with arms.

*** These Chairs are most comfortable and extremely convenient for camp life.

Sedley and Brown's Lounging Chairs, with carpet suspensory seats and backs, and fitted with leg rests.

*** These chairs are very ornamental as well as luxurious and conveniently portable.

The very useful Parlour Printing Press, for small circulars, &c., &c., a further consignment just received.
Chromolithographs, Material for Framing: Bivocular Glasses, Mathematical Instruments, Stationary, Drawing Materials, and General Additions to the Superior Stocks for which this Establishment is Noted: Inferior Goods being Rejected from the selections.

Rampart Row. THACKER, VINING, & Co.

ST. ANDREW'S LIBRARY.
THACKER, VINING, & Co.

MISCELLANEOUS DEPARTMENT.

DRAWING MATERIALS.

As the freshness of every article to be used in colouring is of paramount importance for the satisfactory exercise of the Art, Messrs. Thacker, Vining, & Co. aim at attaining this desideratum for their stock, importing small and frequent consignments of such materials as are most perishable; and they can with confidence recommend every article they supply as substantially good and perfectly fresh.

SOLID SKETCH BLOCK BOOKS and BLOCKS of WHATMAN'S THICK DRAWING PAPERS.

Sizes.	Block Books.	Blocks.
7 by 5 inches...	...Rs. 4 0 ...	... Rs. 3 0
10 by 7 „ ...	... „ 7 0 ...	... „ 5 0
12½ by 9 „ ...	... „ 10 8 ...	... „ 7 8
14 by 10 „ ...	... „ 12 8 ...	... „ 9 8
16½ by 11½ „ ...	... „ 18 8 ...	... „ 14 0
19 by 13 „ ...	... „ 13 8 ...	... „ 10 0
20 by 15 „ ...	... „ 20 0 ...	... „ 16 0

N.B.—The above may be had of Whatman's Antiquarian Paper at a small additional cost.

WHATMAN'S DRAWING PAPERS JUST UNPACKED—

Royal	sizes 24 by 19 inches, per quire	Rs.	5
Imperial	„ 30 by 21 „ „	„	9
Double Elephant	„ 40 by 26 „ „	„	15
Antiquarian	„ 52 by 31 „ „	„	60

Whatman's Mounted Drawing Papers, in rolls containing 25 yards, 30, 36, and 40 inches wide.

WILLIAM'S SECTIONAL PAPER.

	Rs. a.
The above may be had divided in tenths, sixteenths, and twentieths; per quire	22 0
also.	
Mounted upon Brown Holland, in a continuous length; per yard	3 0

TRACING VELLUM AND PAPER.

Sanger's Patent Tracing Vellum, 3 feet wide, in rolls containing 24 yards; each	24 0
Ditto ditto small quantities; per yard	1 8
Tracing Paper, 30 by 40 inches; per quire	8 0
Ditto 40 by 60 inches; „	15 0

SUNDRIES FOR DRAUGHTSMEN, &c.

Mapping Pens, Gillott's, 12 on a card, with holder; per card	1 8
Steel Crowquills or Lithographic Pens, Gillott's 12 on a card, with holder; per card	1 8
Ink and Pencil Erasers, Faber's; per dozen	5 8
India Ink, Superfine; per dozen	16 8
Colours. See List of Colours.	
Colour Saucers, in nests of 6 in a case; per set, from Rs. 3 to	4 8
Drawing Pins, best electrum; per gross	9 0
Colour Palettes, with 3, 5 and 12 divisions; from As. 8 to	2 8
Stencil Plates, an extensive assortment always on hand; samples forwarded on application.	
Stencil Plate Brushes; each	0 8
Ditto Ink; per box	0 8
India Rubber; per pound	5 8

Rampart Row. THACKER, VINING, & Co.

HAM, BACON AND CHEESE.

By every weekly Steamer.

	Cash. Rs. as.	Credit. Rs. as.
Ham, Pale, Prime Plump, per lb	1 0	1 2
Ham, Smoked	1 0	1 2
Bacon, Streaky Flitch	1 1	1 3
Cheese, double Gloster, in cut	1 0	1 2
Cheese, Berkley, Cheddar and North Wilts, each from 6 to 10 lbs	1 0	1 2
Cheese, finest Stilton, each 10 to 16 lbs	1 4	1 8

TREACHER & Co. (Limited).

BISCUITS.

MANUFACTURED BY
PEEK FREAN & Co.,
to whom PRIZE MEDALS were awarded, at
LONDON IN 1862, DUBLIN IN 1865, & PARIS IN 1867.

	Cash. Rs. a.	Credit. Rs. a.
A B C Biscuits, amusing and wholesome for children ... 1 lb. tins	1 0	1 2
Do. do. ... 2 „	1 12	2 0
Abernethy, plain with Caraway seed. 1 „	1 1	1 4
Do. do. ... 2 „	1 12	2 0
Albert ... 1 „	1 1	1 4
Do. do. ... 2 „	1 12	2 0
Arrowroot plain and suitable for children ... 1 „	1 2	1 4
Do. do. ... 2 „	1 12	2 0
Brown Meal (Digestive), a capital Cheese biscuit ... 1 „	1 0	1 2
Do. do. ... 2 „	1 12	2 0
Captain's (thick), a quite plain biscuit. 1 „	0 14	1 0
Do. do. ... 2 „	1 8	1 12
Do. large Family or Mess Tins ... 7 „	3 8	4 0
Do. do. ... 14 „	6 0	7 0
Do. (thin) plain, a good Cheese biscuit 1 „	0 14	1 2
Do. do. ... 2 „	1 8	1 12
Cracker plain, a good Cheese or Jam biscuit ... 1 „	1 0	1 2
Do. do. ... 2 „	1 12	2 0
Cracknel, light and soft, a good invalid's biscuit ... 1 „	1 0	1 2
Do. do. ... 2 „	1 12	2 0
Eugenie, a dessert biscuit, flavoured with Vanilla ... 1 „	1 2	1 4
Do. do. ... 2 „	2 0	2 4
Fancy Machine, a crisp and slightly sweet biscuit ... 1 „	1 2	1 4
Do. do. ... 2 „	1 12	2 0
Ginger Nuts ... 1 „	1 2	1 4
Do. do. ... 2 „	1 12	2 0
Hard Mixed dry varieties, not sweet 1 „	1 0	1 2
Do. do. ... 2 „	1 12	2 0
Liebeg's Extract of Meat Biscuits ... „	1 4	1 8
Do. Double size ... „	2 8	2 12
Lunch, a plain dry biscuit ... 1 „	0 14	1 0
Do. do. do. ... 2 „	1 8	1 12
Milk, a plain coffee biscuit ... 1 „	0 14	1 0
Do. do. do. ... 2 „	1 8	1 12
Mixed Fancy, sweet varieties ... 1 „	1 4	1 8
Do. do. do. ... 2 „	2 4	2 8
Nic Nac, a fancy sweet biscuit ... 1 „	0 14	1 0
Do. do. do. ... 2 „	1 8	1 12
Palace Varities, of 28 sweet rich biscuits ... 1 „	1 0	1 2
Pearl, a very slightly sweet biscuit ... 1 „	0 14	1 0
Do. do. do. ... 2 „	1 8	1 12
Prince of Wales, a plain biscuit ... 1 „	0 14	1 0
Do. do. do. do. ... 2 „	1 8	1 12
Spice Nuts, do. do. ... 1 „	1 4	1 8
Do. do. do. do. ... 2 „	2 0	2 4
Tourist, a plain good biscuit ... 1 „	0 14	1 0
Do. do. do. ... 2 „	1 8	1 12
Thin Water do. do. ... 1 „	0 14	1 0
Do. do. do. ... 2 „	1 8	1 12
Assortments of the above kinds ... 1 lb. tins per doz.	11 0	12 8
Do. do. 2 lbs. tins per doz.	19 8	22 0

FRESH SUPPLIES
on sale by the
SOLE AGENTS—
TREACHER & Co. (Limited).

NEW ADVERTISEMENTS.

NOTICE.—Purchasers of Telegraph Stamps at Signal Offices may be supplied gratis with one Message Form for each Stamp purchased, irrespective of its value, provided it is not less than one Rupee.

J. J. DOOLEY, Assistant Superintendent,
In charge Bombay Signal Office.

13th March 1869.

ALEXANDRA NATIVE GIRLS ENGLISH INSTITUTION.—A General Meeting of its Life Governors, Members, and Subscribers will be held at the rooms of the Institution, Hornby Row, on Monday, the 22nd instant, at half-past 4 P.M., to amend Sections 8, 13, 15, 25, 29, 32, and 33 of the Bye-laws, and to elect a Member of the Board of Directors in the room of Nowrowjee Nanabhoy, Esquire, who is out by rotation.

DHIRAJRAM DULPATRAM,
Honorary Secretary of the Institution.

Bombay, 15th March 1869.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matters of the Indian Companies Act 1866, and of the Indian Peninsula, London, and China Bank (Limited).

Notice is hereby given, that by an order dated the 13th day of March 1869, made by the Honorable Mr. Justice Westropp, it was ordered, under Sections 154 and 128 of the said Act, that all persons claiming to be creditors of the said Indian Peninsula, London, and China Bank, should, on or before the 13th day of July next, send in their names and addresses, and particulars of their debts, claims, and demands, in writing, to the Liquidator, at his office, No. 6 Rampart Row, or in default should be finally barred from all claims or any claim against the said Bank.—Dated this 13th day of March 1869.

KEIR, BRESCOT, & WINTER,
Attorneys for Liquidator.

NOTICE.—The Bombay, Baroda, and Central India Railway Company have established Goods Offices at the following places, from where Cotton is booked direct to Bombay, and Railway Receipts obtained at Rupees 24 (twenty-four) per ton plus Cartage Charges to Ahmedabad :—

Veerumgaum.	Limree.
Mandal.	Sana.
Wudhwan.	Detroje near Kurree.
Dholera.	

BYRAMJEE NUSSERWANJEE, Bombay,
AND
NOWROJEE PESTONJEE, Ahmedabad,
Carting Agents B. B. and C. I. Railway.
Carting Agent's Office, Ahmedabad, 1st March 1869.

ST. PATRICK'S DAY, 1869.

IRISH DINNER.

Chairman.
Colonel H. D. Torrens, C.B.

Members.

J. Dunbar, Esq.	Dr. W. Collum.
Captain G. F. Henry.	Captain T. M. Filgate.
Dr. F. G. Joynt.	J. W. Orr, Esq.
G. F. Farran, Esq.	Dr. R. A. Dallas.
Captain G. O'B. Carew.	G. S. V. Fitzgerald, Esq.
Captain W. P. Walshe, Honorary Secretary.	

Any Gentleman desirous of subscribing, who has not yet forwarded his name, is requested to communicate with the Honorary Secretary forthwith.

It is necessary that the names of any additional guests, whom subscribers desire to invite, be furnished to the Honorary Secretary at once.

4 Hornby Row, 13th March 1869.

WANTED.

WANTED, for the Steam Factory H. M.'s Dockyard, a Brass and Loam Moulder. Application (producing Testimonials) to be made in person at the Office of the Superintendent of Marine.

By order of the Superintendent of Marine,
GEORGE INGLE, Secretary.

Superintendent's Office, Bombay, 8th February 1869.

NOTICE.—Wanted, from the 1st September next, for two years certain, in the Fort of Bombay, suitable Quarters, containing about 12,000 superficial feet, for the Government Telegraph Office, Bombay.

Apply to the undersigned at the present Government Telegraph Office, in Church Gate Street.

W. K. BROOKE,
Superintendent Telegraphs, Bombay Division.

HOUSES, &c., TO LET.

TO LET, three good sized Rooms, suitable for offices, in the first floor of No. 6 Tamarind Lane, Fort. Apply to LAWRENCE & Co.

FURNISHED HOUSE TO LET at Land's End, Malabar Hill—a fine situation close to the Sea—for four or five months from 1st May next: rent moderate. Apply to "R.," office of this paper.

NOTICES.

THE CHOWK HOTEL, MATHERAN, by the Proprietor of the Byculla Hotel.

This Establishment is now open. The Charges are on the same moderate scale as those charged at the Bombay Establishment.

There is an excellent Billard Table.

The Wines, Spirits, and Beer are all of the first quality.

N. B.—There is an extensive range of Bedrooms; and separate Bungalows for the use of Families are about to be erected.

BYCULLA HOTEL,
Situate at the Junction of the
BELLASIS AND CLARE ROADS, BYCULLA.

Under the present management this Hotel is acknowledged to be the best in Bombay. It was built at great cost expressly for an Hotel, and fitted up and furnished in the most complete manner regardless of expense, so as to ensure the comfort of Visitors and Residents. It is adapted both for Families and Gentlemen.

The Dining Hall is the largest in Bombay, and the Sitting and Sleeping Rooms are replete with every convenience. The strictest regard is paid to cleanliness thro

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

SATURDAY AFTERNOON.

Market quiet on account of its being Mail day.

BOMBAY BILL AND STOCK LIST.

BANKS.

Subscribed Capital.	Nomn. of sh.	Paid up.	Last dividend.	Names.	Rate per Share.
	Rs.	Rs.	p. a.		
1,000,000	100	all	5 p.ct.	Agra Bank	126
3,140,000	1,000	all	5 p.ct.	Bank of Bengal	1675
5,000,000	500	all	5 p.ct.	Ditto of Bombay New	562½
3,750,000	1,000	all	4 p.c.	Ditto of Madras	1550
800,000	250	all	9 p. c.	Chartered Bank of India, A. & China	300
700,000	200	all	6 do.	Chartered Bk. of I. & C.	200
1,000,000	500	250	8 do.	Delhi and London	200
1,000,000	250	125	8 do.	National Bank of India	140
500,000	250	all	12 do.	Oriental Bank	412½

LAND COMPANY.

1,120,000	3,000	all	Rs. 80	Colaba Land Company	1365
1,000,000	1,000	all	Rs. 30	Elphinstone Land	380
1,080,000	1,000	550	11-14	Do. New	390
2,000,000	1,000	1,000	Nil	Freze Land	75
100,000	1,000	4,100	Nil	Mazagon Land	730
...	2,000	1,000	Nil	Fort Canning	280

PRESS COMPANIES.

40,000	2,000	1,100	200ps.	Albert Co. Kurrachee	800
75,000	3,000	850	30do.	Alexandra Press Co.	600
187,500	12,500	11,000	1250ps.	Apollo Press Co.	10,000
80,000	2,000	2,000	400do.	Bombay Press Co.	1765
...	500	500	100do.	Do. New	440
...	1,250	1,000	100do.	Colaba Press Co	2200
70,000	2,000	2,000	...	East India Press Co	1100
937,500	3,500	8,500	1000ps.	Fort Press Co.	5150
60,000	2,000	1,800	1 pc.	Framji Cowlasji Press	1165
800,000	2,000	4,000	425 ps.	Hydraulic Press Co.	3500
20,000	5,000	2,000	...	Kurrachee Press Co.	800
300,000	1,000	900	...	Motus. Press & G. Co.	310
30,000	2,500	2,500	250 ps.	Prince of Wales Press	2450
45,000	2,000	750	...	Victoria Press, Madras	950

RAILWAY COMPANIES.

...	£20	218.3.0	5 p. c.	G. I. P.* Railway Consolidated Stock	227
...	£20	196.8.8.	do.	Do. New £20 shares	198
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1120
...	£18	196.5.1	do.	Do. New Shares	Par.

SPINNING AND WEAVING COMPANIES.

...	2,000	1,700	50	Albert Mills Co.	875
125,000	2,500	all	80	Alliance Spinning	1600
20,000	2,000	all	...	Arkwright	400
350,000	5,500	all	...	Bombay	2300
100,000	1,000	1,000	10 p.c.	Bombay United	845
...	500	500	12 pc.	Bronch Mills	275
160,000	5,000	...	...	Coorla Spinning	1875
150,000	2,000	2,000	300	Great Eastern	1400
250,000	1,000	all	135	Manockji Petit's	980
200,000	2,500	all	...	Oriental	1070
150,000	2,500	2,300	...	Royal	1400

SHIPPING COMPANIES.

500,000	5,000	3,500	1,300	Bombay Ship Co. 1125

MISCELLANEOUS.

...	50	50	5	Mechanics' B'd'g's Co.	83
...	2,000	300	9	Kurrachee Landing and Shipping Company	190
100,000	500	all	Nil	Treacher & Co.	250

BANKS IN LIQUIDATION.

			Date of L'dat'on.		
1,045,000	500	...	Jan. '56	Bank of Bombay	107
800,000	25	13½	...	Do. China	3
2,000,000	200	100	May '67	Do. Guzerat	90
1,000,000	150	75	Aug. '67	B'bay Pr'decor B'k.	25
2,000,000	200	35	Sept. '67	,, Trig & B'kng	20
2,000,000	200	40	Sept. '67	Bankers' Bank	75
1,050,000	250	Mar.	'66	Central Bank	6
500,000	200	10	Feb. '67	Indian Peninsula	6
...	200	13	May '67	Royal Bank	13
1,200,000	130	66	Apr. '67	Old Financial	5

COMPANIES IN LIQUIDATION.

1,000,000	5,200	1,750	Nov. '66	Back Bay Co.	400
800,000	3,500	2,200	...	B'bay & Bengal	8. 8. 300
...	3,500	2,111	...	Iron Shipping	10
...	all	...	...	Victoria Spinning	2000
260,000	all	350	300	Bombay Coast	200

GOVERNMENT SECURITIES.

Five-and-a-half per cent.	112
Five per cent.	108
Four per cent.	94½
Five per cent. (Public Works Loan)	105
Five per cent. Debenture Loan 1866-67	103½
15 years' Debenture Loans	108
10 years' do. do.	107
5 years' do. do.	103½
Six per cent. Municipal Loan	98

BANK OF BOMBAY.

Government Securities	8 per cent.
Mercantile Bills	11 per cent.

PRICES OF BULLION, &c.

Sovereigns each	Rs. 10-6
Bank of England Notes	,, 10-4
Spanish Dollars	,, 225
Carolas	,, 230
Mexican Dollars	,, 220
German Crowns	,, 310
Five-Franc Pieces	,, 223
Bar Silver	,, 106-6
Gold Leaf	,, 15-1
Bar Gold 10 oz. English	,, 16-7-6

CALCUTTA—9TH MARCH 1869.

Government Securities.—The transactions reported were not of heavy amounts, at the following rates:—4 per cents. at Rs. 4-10, and sums of Rs. 3,000, and under, at Rs. 4-8 and 4-6 discount; 5 per cents. of 1856-57, for sums of Rs. 10,000 to 5,000, at Rs. 8-0 premium, and 5½ per cents. at Rs. 13-0 and 12-12 premium.

The only transactions reported in shares are two sales, of one share each, in the Port Canning Land Investment, &c., Co. at Rs. 275 per share of Rs. 1,300 paid-up.

The Equitable Coal Co., at the meeting of shareholders, on Saturday last, declared a dividend of Rs. 131 per share, for the half-year ended 31st December 1868, being at the rate of 11 per cent. per annum, payable on and after 1st proximo.

DAILY COTTON MARKET REPORT.

BOMBAY, 13TH MARCH 1869.

	OLD.	Per Candy.
Dhollera Bhownuggur		245 to 247
Vinguria		235 to 237
Dharwar, Sawgimed		265 to 266
	NEW.	
Oomrawuttee Akote		271 to 272
Hingunghat		278 to 280
Broach	N.G.	270 to 272
Do.	M.G.	287 to 288
Veeravul		255 to 258
Khandeish Barsee		266 to 267

Ready sales 3,075 Candies. Market firm.

MILITARY.

ARRIVALS.—MARCH 13.

Milne, Colonel, Bengal Army, from furlough, from England.
Hore, Lieutenant, Bombay General List, on sick leave, from England.
Baird, Captain, 88th Regiment, on sick leave, from Kurrachee.
Jones, Lieutenant Colonel, Bengal Staff Corps, on furlough, from Baighdad.
Hammond, Major, 90th Light Infantry, on leave, from Kamptee.
Johnson, Captain, Madras Staff Corps, to join, from England.
Mansfield, 2nd Captain, Royal Artillery, from sick leave, from England.
Cooper, Major, 13th Regiment N. I., on leave, from Surat.
Bann, Assistant Surgeon, Civil Surgeon, on leave, from Ahmednuggur.
Rayment, Lieutenant, 18th Hussars, on sick leave, from Secunderabad.
Cox, Lieutenant, 16th Regiment M. N. I., on duty, from Banda, N. W. P.
Mulkere, Barrack Master, on duty, from Ahmednuggur.

DEPARTURES.—MARCH 12.

Bannerman, Captain, Bombay Staff Corps, to England.
Holloway, Surgeon Major, 37th Regiment, on medical certificate, to England.
Addington, Major, 38th Regiment, on leave, to England.
Thomas, Lieutenant and Adjutant, 40th Regiment, on leave, to England.
Justice, Captain, Madras Staff Corps, on medical certificate, to England.
Beaumont, Lieutenant, 1-23rd Foot, on medical certificate, to England.
Collum, Surgeon Major, Assay Master, on furlough, to England.
Campbell, Lieutenant, Bengal Staff Corps, on furlough, to England.
Meade, Lieutenant Colonel, Agent Governor General for Central India, medical certificate, to England.
Scott, Lieutenant Colonel, 20th Regiment N. I., on furlough, to England.
Jones, Lieutenant Colonel, Bengal Staff Corps, on furlough, to England.
Hammond, Major, 90th Light Infantry, on leave, to England.
Taylor, Major, Madras Staff Corps, on medical certificate, to England.
Ogilvie, Surgeon, Bombay Medical Service, on medical certificate, to England.
Hackett, Major, 93th Cameronians, on private affairs, to England.
Wilson, Major, Madras Staff Corps, on medical certificate, to England.
Vesey, Captain, 4th Hussars, on duty, to Meerut.
Beauchamp, Lieutenant, Royal Engineers, on duty, to Roorkee, N. W. P.
Carter, Lieutenant, Royal Engineers, on duty, to Deyra Dhoon, N. W. P.
Summons, Lieutenant, Royal Engineers, on medical certificate.
Cox, Lieutenant, 16th Regiment M. N. I., on duty, to Bellary.
Mulkere, Barrack Master, on duty, to Ahmedabad.

SHIPPING.

DAILY FREIGHT REPORT—13TH MARCH.

London..	Cotton	£2 5s. 0d. to £2 7 6d.	per ton
	Seeds	£1 10s. 0d. Nominal.	,,
Liverpool	Cotton	£1 15s. 0d. to £2 2s. 0d.	,,
	Seeds	£1 3s. 0d.	,,
Overland	Cotton	£7 0s. 0d. p. 40 c. ft.	
	(Sailing vessel Cotton	Nominal.	
China ...	Steamer do.	Rs. 6 to 7	per bale.
	Opium	Rs. 10 to 15	per chest
Calcutta ...	Salt	Rs. 5	per ton.
Mauritius	Grain	12 annas	per bag.

ARRIVALS.

Mar.	Vessel.	Commander.	From.
12	Comorin (s)	Turner	Bussorah, Feb. 24.
14	Chima (s)	Stewart	Hongkong, Feb. 23.
	Phlox (s)	Baker	Goa, March 11.
	Aftenagernen	Evensen	Newcastle, Oct. 26.
	Accrington	Christie	Calcutta, Feb. 18.
	Berbice	Latto	Mauritius, Jan. 19.
	Gleam	Burgess	Rangoon, Feb. 2.
	Carlisle	Brown	Liverpool, Nov. 8.
	Peckforton Castle	Guthrie	Liverpool, Oct. 29.
	Taptee (s)	Drewitz	Kutch, March 12.

DEPARTURES.

Mar.	Vessel.	Commander.	Destination.
13	Carnatic (s)	Coleman	Aden and Suez.
	Macedon	Widdicombe	Liverpool.
	General Havelock (s)	Hewitt	Cutch.

The following vessels obtained their port clearances on Saturday last:—
Ship City of Madras, Murray, to Havre.
Ship Mary Mildred, Hanna, to Mauritius.

The following vessels began to load on Saturday last.
Ship North, to Liverpool.
Ship Kirkley, to Havre.

CALCUTTA.

ARRIVAL.

Mar. 9 Penang (s) ..... Sanders ..... Bombay, Feb. 17.

MADRAS.

ARRIVALS.

Mar. Oriental ..... Gassin ..... Pondicherry.
Meimun (F. S.) ..... Gauvain ..... Calcutta.
9 Omar Pasha ..... Bullock ..... Bombay.

DEPARTURES.

Mar. 8 Art Union ..... Madron ..... London.
Meimun (F. S.) ..... Gauvain ..... Galle.

EGUTPOORA PROPOSED MECHANICS' INSTITUTE.

—Subscriptions to the above may be paid into the Oriental Bank Corporation, to the credit of Messrs. F. Purkiss and J. S. Biggs, Trustees.

JOHN S. BIGGS, Secretary.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

MARRIAGE.

BEYTS—AYERST—March 8th, at Surat, by the Rev. C. Kirk, M.A., Nicholas Buxton Beyts, Esq., Superintendent General Revenue Survey, to Julia Mary, youngest surviving daughter of the Rev. W. Ayerst, M.A., Vicar of Egerton, Kent.

BENGAL.

MARRIAGE.

STANSFELD—GREY—March 9th, at St. Stephen's Church, Kidderpore, Henry Hamer Stansfeld, Captain, Indian Army, to Catherine Charlotte, eldest daughter of William Grey, Esq., Lieutenant-Governor of Bengal.

MADRAS.

DEATH.

FULLERTON—March 5th, at Tinnevelly, Lieutenant W. R. E. Fullerton, Madras Staff Corps, Deputy Conservator of Forests, aged 28.

The Bombay Gazette

MONDAY, MARCH 15, 1869.

No one seems to be very much in love with the "Town Duties" Bill, carried by the persistance of Mr. Munguldass and his European allies. Nor is the common chagrin which they all feel a matter of surprise. It is not exhilirating or profitable to "shoot at a pigeon and kill a crow," the feat which the retrograde party has performed. To aim at cotton and hit grain must be rather exasperating than otherwise. When Mr. Munguldass goes to his bed at night, and when he gets up in the morning, it cannot be pleasant to hear a still small voice saying, "I am the man whose distinction it is to have procured the exaction of a petty but appreciable tax upon every meal eaten by the poorest among my fellow-countrymen." And whenever he drives along the Bhendy Bazaar, and hears the ring of the hammer in the shops of the coppersmiths, he can hardly help remembering how he mustered his men to reduce the House-tax and to pray the Government to tax instead the industrious metal-workers. No doubt he may say. Europeans counselled me to initiate and push forward this wretched measure; and no doubt he is to be pitied for having allowed himself to be cajoled. But upon him, as the most influential native in the Municipality and the Legislative Council, the responsibility must rest. The true verdict is that Mr. Munguldass, fascinated by unwise advisers, refrained from insisting on an economical administration of the Municipal finances, actively interfered to abolish the License-tax and reduce the House-rate, and at length succeeded only in authorizing the tax-collector to put his hand in the poor man's dish, and in throwing fetters on one of the few industries of Bombay. Whether Mr. Munguldass meant well or ill—and we are not so malevolent as to believe that he meant other than well—is of little moment. There is the sad, the humiliating result, and that is his contribution to the Legislation of Bombay.

Nor, from another point of view, can the Europeans who have concurred in this measure be exonerated from responsibility and censure What do they say? All, the President included, say that the bill is "necessary." Sir Seymour Fitzgerald acquiesces in the grain-tax with reluctance; Lord Napier of Magdala experiences the same sentiment; Colonel Marriott, rightly and justly, sees no necessity for the tax, but yields in deference to his colleagues; Mr. Bayley, we know, has put on record his condemnation of a grain-tax; even Mr. Munguldass "concurs with the President;" Mr. Byramjee Jeejeebhoy opposes the tax; so that only Mr. Ellis and Mr. Mansfield can be supposed to favour the impost, that is if silence gives consent. Then, why enact it? Because the levy is required to make up the funds necessary to the Municipality. Ought not this statement—ought not the Fifteen Lakhs Loan—to tell the Legislative Council and the Executive Government that something else is more necessary than the tax—namely, an Inquiry into the facts which brought it on the people—an Inquiry into that Municipal system, or no system, which renders food taxes necessary, which renders chronic loans necessary; which even now offers no guarantee whatever to the taxpayers that other taxes, that other loans will not be necessary; no guarantee that the Executive Government will not, one day, have to face some catastrophe worse that oppressive taxes and big loans. We say, considering the eloquent history of the past twelve months, considering these crowning measures of 1869, we are astounded that the Government does not see the necessity for thorough inquiry and complete reform. It is not for defect of warning voices. Facts have spoken, far more emphatically than we or any other disinterested observers could speak, and when the evil days come, as they will come, those who will have to face them will also have to bear the whole blame, since by their apathy they now deliberately incur the responsibility.

Some time since we pointed out the shameful injustice inflicted on the Bombay Artillery by the retention of Sir William Coghlan's name on the list of effective Colonels. We showed how the stream of promotion had been blocked up expressly for the purpose of diverting it to the profit of the old Royal Artillery; and how the same barrier has been maintained year after year to promote the same end. We are anxious now to say that Sir William himself is, and has always been, stoutly opposed to the wrong, and that he has done all he could from the first to procure redress. The truth is that the name of Sir William is retained by an abuse of personal influences at the Horse Guards, where the Woolwich party are, and have long been, pre-eminent. The General Commanding in Chief is a man of good impulses and good intentions, but he gives way, on almost all occasions, to his subordinates, and suffers himself to be hoodwinked by the cliques who really govern the Army. It was held out that the great advantage of having a Royal Duke at the Horse Guards would be his independence; that his high social position would enable him to take broad views and to be just; but those who argued so forgot that our Army is aristocratic and that a Royal Duke, being only one of the aristocracy, is just as amenable to class influences as any other gentleman. Like the rest he very naturally indentified himself with the so-called "Royal army," and when the blunder of Amalgamation was committed in consequence of the pressure Prince Albert brought to bear upon Government, the Duke of Cambridge was no more ready to accept its proper consequences than any other, "Royal" officer. Hence, the India-office having no courage, and, even if it had had the courage, little power to protect Indian officers, the "Royal" influence prevailed. Devices were adopted to shut out the Indians, and as Woolwich dominates at the Horse Guards, those devices have become perennial. In order to carry out their views they did not hesitate, as we have shown, to violate a Royal warrant, and set the bad example of breaking their own rules. Sir William Coghlan, for example, was placed and is maintained, in an invidious position contrary to law; and solely for the purpose of securing the promotion of "Royal" officers, one of whom held a post near to the General Commanding-in-Chief. This example shows that justice and even law is sacrificed to favouritism; and it is an irresistible argument for a sweeping reform of the system governing patronage and promotion in the Army. Much as we dislike perpetual references in matters military to the House of Commons, we think the time has now arrived when this gross abuse should be be exposed before that Assembly, and a little light on the subject let in upon the public mind. In fact the whole management of Artillery matters in England should be overhauled. Some one should ask the Minister for War why the districts commands and staff appointments are made to go in a circle, and why Indian officers are excluded? It is unjust that a clique at the Horse Guards should be allowed to sacrifice everything outside to their own interests. Amalgamation was the greatest political and military blunder of the century, and the mode of carrying it out will stand as a model of injustice.

We regret to notice that the Prospectus for the next Bombay Races contains no race for country-bred horses. It is quite true that country-breds are admitted to compete with Arabs, but it is also true that there are four races set apart exclusively for Arabs; and while we admit the fairness of giving every encouragement to imported horses, we must at the same time humbly plead for the expediency of giving some encouragement to country-breds. It may be said, and, no doubt, with fair show of reason, that the race we propose would not "fill." But, as we all know that the boy cannot learn to swim unless he is allowed to plunge in the water, so we may be permitted to say that country-breds are not likely to race until they have a fair chance of winning. Were a race for country-breds not to fill in 1870 it might in 1871; because it is possible that the stimulus of honour might induce owners of likely colts to train them. Surely the importance of obtaining a good, stout, speedy native breed need not be enlarged on at this time of day. The Chiefs in Kattiawar have shown a laudable desire to win laurels on the Indian Turf—alas, would there were turf!—and probably others would do the same were there adequate encouragement. H. H. Aga Khan breeds horses, and thereby sets a good example, but he would breed more perhaps, were there Cups or Stakes for country-breds. We have shown that through inattention the famous Kattiawar breed is not exactly what it was, but we have strong hopes that, were the tendencies of the Chiefs encouraged, and were foreign blood introduced, the breed would soon recover its renown. Have the Government no papers or reports on horses and horse-breeding which could be produced without injury to the public service? If they have any, their production, by stimulating discussion, would help to promote native horse-breeding, show what is wanted, and how it can be obtained. In the meantime, is it too late to suggest that the Western India Turf Club should revise the Bombay Prospectus and set apart one prize, at least, for country-bred horses only?

We understand that Mr. Harry Rivett-Carnac will leave for Home on an early day on sick leave, and that during his absence Major Ashburner, of Nagpore, will act for him as Cotton Commissioner for the Central Provinces and the Berars.

During the absence of Lord Napier of Magdala to Umballa Major General the Hon'ble A. Gordon, C.B., will act for him as Commander-in-Chief of the Bombay Army; Brigadier General Pratt, C.B., is expected to act for Major General Gordon; and Colonel Addison, C.B., for Brigadier General Pratt. His Excellency, it is said, will leave Bombay early this week, attended by Colonel Dillon, and will proceed via Nagpore.

With reference to the announcement in the Overland papers that a judgment had been given against the "National Bank" for £230,000 at the instance of the shareholders in Charles Lafitte and Co., we believe that a misapprehension exists in the minds of some parties here, who have been confounding the Bank with the National Bank of India. We think it right to state that the National Bank referred to is a Bank having its head office in London and numerous branches in Ireland—in fact at on time it was called the National Bank of Ireland—and that it has no connection whatever with the National Bank of India.

The "Mitrodaya" regrets "to announce the death of H. H. Fond Sawant alias Anna Sahib Bhosulay, Sir Desaee of Sawant Warree State, which occurred at his residence on the 6th March 1869. He came to the *gaddee* of Sawant Warree on the 23rd June 1868, and possessed many good qualities, but was very much addicted to the vice of using opium. He was suffering from sickness, caused by the excessive use of opium, for about six months, which resulted in this lamentable event. He was 41 years old, and leaves behind him a son about seven years of age and a widow."

A native paper, the "Dandeyo," has the following gup, which may have some truth in it:—"Colonel Barr, the Resident of Baroda, is here in Bombay. His mission, according to rumour, is to explain his studied reticence in the matter of the grievance of Mulhar Rao, the brother to the present Guicowar. It is also given out that he is retiring on pension, and is to be succeeded by Colonel. Anderson, the Political Agent at Kolhapore. Major Barton, of the Rewa Kanta Agency, in that case, will have to go to Kolhapore. Major Hathaway will probably succeed the latter in the Rewa Kanta."

A Madras paper has heard that the proposed Bill for the suppression of European Vagrancy in India, has not met with the approval of the Secretary of State for India.

If a paragraph in the "Delhi Gazette" be correct, the Ameer of Afghanistan has more than one interesting object in coming to this country. It is said he will marry during his stay the daughter of a native gentleman of Peshawur, who was betrothed to him some time ago.

The following telegram was received by the Punjab Government from Peshawur on the 3rd instant:—"We met the Ameer in Khyber this morning (2nd), and brought him with honor to Hurree Sing-ke-Boorj. A royal salute was fired by the Armstrong Battery as we passed Jumrood, and a second one as he dismounted at his camp We enter cantonments to-morrow morning. The Ameer seems much pleased with his reception, and quite free from anxiety about affairs above the Passes."

It is (remarks the "Pioneer") a curious illustration of the nature of the Ameer's authority in Afghanistan, be his sovereignty never so undisputed, that before entering the Khyber Pass on his way to Peshawur he was forced to come to an understanding with the Khyberee Chiefs that he was not to be molested in the Pass. He gave hopes that the payment formerly made for keeping the Pass open might be renewed if no obstruction were offered, and threatened fire and sword in the opposite case.

We learn that in consequence of the 12th Bengal Cavalry, which only lately arrived at Umballa from Abyssinia and Bombay, being incomplete in horses, and having many men on leave, the 14th Bengal Lancers have been ordered from Meerut to Umballa to assist at the reception of the Ameer of Cabul.

Consequent on the sickly state of the 1st Native Infantry, the 40th Native Infantry has been substituted for the former Corps in attendance at the Umballah Durbar.

Captain K. J. W. Coghill, we observe, has been appointed by the Governor General to be Deputy Assistant Quarter Master General with the Viceroy's Camp at Umballa, and has proceeded towards Agra and Umballa, to make the necessary arrangements for camp establishments.

According to "Native Opinion" "all credit is due to Mr. Byramjee Jeejeebhoy for opposing the duty on corn to supply the ill-regulated and confused exchequer of an insolvent municipality. But when it is said that this is an impost which the native community will be pleased with we must protest against such an assertion. If Mr. Mungaldass had the courage the *Times of India* gives him credit for, he should have simply thrown up the bill when he found he was too weak to fight against cotton. As it is, the bill, or now the Town Duties Act, proceeds upon no principle, except that which is illustrated by the native proverb,

'The lamb is offered for sacrifice,
'For the idol is the destroyer of the weak.'"

According to the "Delhi Gazette" it "depends upon the state of affairs in Afghanistan whether the Ameer will visit Calcutta and other famous places *en route* before he returns to his home. If all goes well, of which there is every promise' there will be nothing to prevent a meeting between Prince Alfred and the Afghan Chief during next cold season. The Chiefs of Rajpootana and Central India, in Durbar assembled, would be edified by the appearance of our Afghan ally in their midst." To Government such a trip would be a most expensive one, and we fail to see any purpose that could be served by the Ameer meeting the Duke of Edinburgh.

The "Englishman" hears from Berar that a committee has been appointed to manage the Khangaon cotton mart. The Cotton Commissioner is president, and the members are the Judges of the Small Cause Court, four European merchants and five native merchants. There are now established in West Berar no less than three European houses; one is a branch of a Havre firm. The Berar Revenue Survey Officers are now principally employed in the Ellichpore district. There is a talk of the appointment of acotton inspector to supervise the pressing of cotton in Berar and to check the adulteration of the staple now carried on.

During Louis the Eleventh's visit to Charles the Bold at Péroune he selected as his special attendants (according to Sir Walter Scott) a barber, a hangman and a common soldier. Shere Ali's selection of his suite for the journey to Umballa is almost as remarkable. Of all his family he is accompanied only by his youngest son, a boy. There are with him none of his Sirdars, of his best soldiers or wisest councillors. Indeed there are only five persons of decent rank, —Mirza Mahomed Hossein Khan, Noormahomed Shah, and three others—in his whole company.—*Pioneer.*

A Kurrachee paper hears that the barque "Ellida" has been chartered to take cotton to Hongkong, and that the charterers are Messrs. Volkart Brothers.

Captain Grey has taken over the office of Private Secretary to the Lieutenant-Governor of Bengal from Captain H. Stansfeld, who has been appointed to the Military Secretariat.

The Afghans place much value upon the pure idiom of the Persian language, and it is difficult, the "Delhi Gazette" imagines, to find suitable interpreters. Colonel Mercer, of H. M.'s 85th, is said to be the best Persian linguist to be had.

The "Englishman" believes that "the new and important appointment of Superintendent of the Revenue Service, will be conferred upon Captain H. Lawrell, late Commandant of H. M.'s Depots at Dum-Dum and Chinsurah."

The young Nizam is said to be "a remarkably handsome boy, very fair, and looking perfectly healthy. The eagerness of the crowd to behold their sovereign was very great. Of course the lad had never been out of the zenana, and all classes were anxious to behold him."

Dr. Ross, Surgeon to His Excellency Sir William Mansfield, is expected to be appointed Garrison Surgeon, Fort William, and Dr. White, at present holding that post, to be placed in civil charge of Berhampore vice Dr. Fleming, proceeded to Europe.

Adventurous sportsmen may take a hint from a remark of the Commissioner of Police of Madras. In recommending a reward not exceeding Rs. 20 for every mad dog killed within the Police limits of Madras, the Commissioner observe that the "killing of a mad dog is far more riskful to life than the killing of a cheetah or bear." Government, it appears, declined to accede.

The Delhi paper alludes to a *fracas* which occurred on Saturday night, the 6th inst., between two military officers of that station, resulting in the assault of one, who complained to the officer commanding the station, and the arrest of the other. Our contemporary adds that the affair will be the subject of a court of enquiry. Names are not mentioned.

It has been reported in Rangoon that a large caravan of several thousand mules had arrived from Yunan and from the Shan valleys, but that all knowledge of this had been concealed from Captain Sladen at Mandalay, until the traders returned dissatisfied and disappointed at not meeting either British merchants or agent at Bhamo. If this story be true there is serious cause of complaint against the King, but not improbably it is incorrect.

"It gives us much pleasure," says "Native Opinion," "to notice a statement in the last number of the 'Hindoo Patriot' that the Government of India has recommended to the Secretary of State the appointment of a third Judge to the Chief Court of the Punjab on a salary of Rs. 3,500 and expressed its opinion to the Punjab Government that the place if sanctioned should be conferred on a native gentleman. Our contemporary believes the credit of this resolution to belong to Lord Mayo. We are glad to welcome this indication of his Lordship's liberal policy."

"Native Opinion" draws a moral from the Convent Case:—"Whatever the upshot of the case, this trial reveals to us a picture of religious life for which very few of our readers must have been prepared, and if our mental and moral development is to attain its full growth, it is highly necessary that all these movements should be studied historically by the leaders of thought of the future generations of India. We shall anxiously await the decision of this interesting and important case." As to the result of the trial the telegraph has already informed us of it: £500 has been awarded to the plaintiff as damages.

A slight earthquake was felt at Penang on Wednesday, the 17th February a little before 11 o'clock in the forenoon. It was not observed by most residents on the plain. On the hill it was, as on previous occasions, more marked. A person who was reading a book at the time found the words beginning to dance as it were and become illegible as in a case of giddiness, and distinctly felt the vibration of the house. A gentleman who formerly resided for some time in Cachar and had seen and felt earthquakes there happened to be on the hill at the time and describes the shock as having been quite distinct, although light and momentary.—*Penang Gazette.*

We have already mentioned that the Secretary of State for India has reversed the decision of the late Governor General in regard to the dispute between His Highness the Rajah of Kuppoorthulla and his brothers Bikrama and Suchet Singh. The promise given to His Highness in Durbar, by the late Lord Canning, is to be upheld—the whole territory to remain under the sovereignty of the present Rajah, and to descend to his heirs. The brothers of His Highness will be provided for according to the instructions which will be sent to the Punjab Government. The case was, the "Englishman" believes, decided on the 12th of February last.

It is reported from Peking that the young Emperor was astonished to find one of the chief eunuchs of the Palace smoking opium. The monarch requested to be allowed to try a pipe, and the effects were such as might have been expected. While suffering from the sickness consequent on his excess, the Queen mother surprised his Imperial Majesty, and immediately took prompt measures. The eunuch was beheaded, and a fresh proclamation against the use of the drug was circulated throughout the country. Several copies of the Edict have reached Ningdo and are exciting much attention amongst the natives of that city.

It appears from the "Poona Observer" that the whole of the boats of the Poona Boating Club have now arrived (there being seven in all), so that the Club may be considered as having fairly started. The six boats received from England, and placed upon the water on Thursday, are said to be beautiful specimens of first class English boat-building. Indeed they ought to be so, considering that they have come from the most famous building yard in Oxford. With an ample supply of boats, a splendid sheet of water, a large number of resident members, and an indefatigable secretary, the Club cannot fail to succeed. The possession of a large captain's gig available for ladies' water parties, adds not a little to the prospective pleasures which the members will derive from the establishment of this Club. An annual regatta will now of course become a certainty; and the "Observer" thinks the Bombay crews will have to do all they can to retain this year the honours they bore away in September last.

DESTRUCTIVE HAILSTORM.

We (*Pioneer*) regret to hear that in the Muttra district the loss occasioned by the deficient rains of last year is now aggravated by a fearful hailstorm which has devastated the crops more or less in at least a hundred villages. This storm occurred on the afternoon of the 6th. It came from the north east, following almost exactly the course of the Jaleysur and Muttra road and sweeping a breadth of about five miles. In the Saidabad tehseel alone the crops in 31 villages are utterly ruined, ear and stalk, so that no bhoosa even will survive. Twenty other villages in that tehseel suffered considerably. In Mahaban 17 villages have lost all and 16 others a proportion of their harvest. In Jaleysur and Muttra tehseels also there has been considerable damage. It is said that where the hail had drifted it was a foot deep.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LONDON, 10TH MARCH, AFT.

The Liverpool Cotton Market to-day closed easier.

Fair Dhollera 10d.

LONDON, 11TH MARCH, AFT.

The Liverpool Cotton Market to-day continues quiet.

Fair Dhollera 10⅛d.

The Bank of England Returns for the week ending 11th March show the following results:—

Reserve of Notes £ 8,875,000 Inc. £ 500,000
Bills discounted £19,625,000 Inc. £1,375,000
Bullion ..... £18,125,000 Inc. £ 125,000

(PER INDIAN TELEGRAPH.)

GALLE, 11TH MARCH, 6 P.M.

The French mail steamer *Cambodge*, from China, anchored at 2-30 P.M.

CALCUTTA, 12TH MARCH, 4-58 P.M.

Govt. Paper { Fourrs Rs. 4½. / Fives Rs. 8½. / Fives and a half, Rs. 13.

Exchange, six months' sight, 2s.
Freights, Dead weight, £1.
Jute, £1 17s. 6d.
Seeds; £1 17s. 6d.
Shirtings Rs. 5-4.
Madapollams, Rs. 2-7.
Mule Twist, 5 annas 10 pies.
Market for piece-goods, very quiet.
Market for Twist, dull.

MILITARY LETTER.

(FROM OUR OWN CORRESPONDENT.)

LONDON, 19TH FEBRUARY.

Considerable excitement was caused at the beginning of this week by the announcement that General Balfour had resigned his situation at the War Office in the Department of Control. The announcement was correct, and for two days General Balfour retired into private life. The cause of his resignation was a decision by the Secretary of State for War contrary to General Balfour's recommendation. The latter officer had proposed that the laboratories, hitherto maintained at Portsmouth and Devonport, should be abolished, and the repairs at present executed at those places should be performed solely at Woolwich. To this proposition the authorities in artillery matters at the War Office demurred, and they requested that previous to the abolition of the laboratories, information should be sought and the key investigation made on the subject. General Balfour asserted that if his views were not adopted he would resign. Mr. Cardwell was inclined to think that on such an important question information might at least be elicited before a decisive step was taken, and gave his decision accordingly. General Balfour adhered to his decision and resigned. The matter has, however, been arranged, and General Balfour has resumed his duties. A good deal of laughter has been caused by the occurrence, and not a few satirical criticisms made in consequence on the organization of the Control Department, to the great delight of many of its enemies.

The Army Estimates are not yet quite settled but the arrangements which I have already often reported to you are still contemplated and will be carried into effect. The reduction of a few Subalterns and the reorganization of the Cavalry on the footing of squadrons instead of troops, which will be the principal features of the changes of this year, are to be but preliminary steps to the greater changes which will probably be investigated by a Royal Commission during the ensuing Parliamentary session. The Volunteers are not to be denied, and still demand an increase of the capitation grant. A large deputation of Scotch Volunteers is to see Mr. Cardwell to-morrow with a view to obtain an increased grant, but they will certainly not obtain it on the terms they desire. A thorough reorganization of the whole of the auxiliary forces, consisting of the Militia, the Volunteers, and the Pensioners, will probably be investigated during the session. The Militia battalions will be equalized in strength, and some measures will be adopted to insure a certain efficiency among the Volunteers in return for the capitation grant which they now receive. This is certainly not an unfair demand, considering what a large sum the capitation grant mounts up to in the annual estimates. At present the best friend of the Volunteers must admit that they are inefficient: if they are rebuked

BARRACKPORE.

The troops and station of Barrackpore were inspected by the Commander-in-Chief on Monday morning the 8th instant. Barrackpore is one of the stations where new barracks are being built according to a plan similar in most details to that adopted at Allahabad. The new barracks for the artillery are already well advanced, and an urgent desire was expressed by His Excellency that they should be pushed forward to completion as early as possible. After looking at the troops and station His Excellency proceeded to inspect the Powder Works, at Ishapore. The new buildings having been now finished, and the improved steam machinery set up, Colonel Voyle, the Agent, was able to show His Excellency the entire process of manufacture, in which the details of the factories at home have been closely followed. We are told that, when working at full power the factory of Ishapore can turn out about 5,000 barrels a year of most excellent powder. The arrangements for economy of labour are all creditable to the Agent, who has introduced intersecting tramways, and others of the most modern European devices.—*Pioneer.*

BOMBAY.

The Prarthana Somaj.—The second anniversary of the Prarthana Somaj (or "prayer association"—an institution similar to the Brahmo Somaj) was celebrated, we learn from the native papers, last Monday.

The s. s. "Comorin," Captain Turner, arrived on the 12th instant from Bassorah with the following passengers:—Colonel and Mrs. Jones, Mr. and Mrs. Ross and child, Mrs. Thompson, Lieutenant Colonel Grolard, Colonel Goldsmid, Mr. Tyndall, and Captain Baird.

A watch found at Grant Buildings.—A few days ago a silver watch and a bunch of keys were found by Mr. Blakeman at the door of his residence at Grant Buildings, and were sent by him to the Fort Police Court, for the purpose of being made over to the owner should he apply for them.

The s. s. "Pilox," Captain Baker, arrived yesterday from Goa, with the following passengers:—Mr. A. H. R. Carvalho, chief judge of Goa, Mr. De Carvalho, and four children, Captain Don Gorge, Mr. DeMello, Governor of Diu, Mr. G. Mourao, Mr. Pratt, Mr. Larpet, Mrs. and Miss Betton.

Lecture by the Rev. Dr. Wilson.—The Rev. John Wilson, D. D., will deliver a lecture at half past five o'clock this afternoon in the Town Hall, to the members of the Bombay Mechanics' Institution, on the "Maratha Country and its Tribes and Castes." Commander G. T. Robinson, vice-president of the Mechanics' Institution, will preside, and the attendance of the public is invited.

The Concert by the P. and O. Co.'s Employes.—We are glad to learn that the committee of the P. and O. Co. Amateur Club have been able—after paying the theatre rent of Rs. 100 and other expenses—to hand over the sum of Rs. 422 for the benefit of the Scottish Orphanage. We congratulate the Club on this success, and hope it will not be their last.

The Indo-European Telegraph.—The Director of the Indo-European line forwarded a telegram to Government on Saturday last reporting that the cable was right to Fao; that the Turkish line was right to Constantinople, and that the Persian line was right to Tabreez. The latest dates from Great Britain, via Turkey, were 12th March, via Russia, 10th March.

A Case for the Sessions.—On Saturday last Mr. R. H. Showell, the magistrate at the Girgaum Police Court, committed Gopall Gowan and Kesew Rutton to take their trial at the ensuing Criminal Sessions of the High Court, the first on a charge of stealing Rs. 81-8-0 and a cloth bag belonging to his master, Ookerjee Heerjee, and the second of dishonestly receiving stolen property.

The Brimah Khair Fair.—The annual fair at Brimah Khair, in the Edur territory, was held this year between 21st January and 8th February. Regarding this fair, Lieutenant Colonel Black, Political Agent at Edur, in his report to Government, says there is little to remark, except that there appears to have been a larger sale of English piece-goods than at the last fair, the value of the piece-goods sold being Rs. 15,632, as against Rs. 13,935 last year. The value of the goods brought for sale was greater than in the preceding year, but the amount remaining unsold was also greater. No disturbances occurred.

Mrs. Geo Case's Entertainment.—Mr. and Mrs. Geo. Case again performed before a crowded house on Saturday night. The performance was for the benefit of Mrs. Case, and the reception she received must have been highly gratifying to her. Mr. and Mrs. Case perform to-night and to-morrow evening at Poona, and on Wednesday will give another performance in Grant Road Theatre for the benefit of Mr. Willy. Mr. Willy having been the means of introducing these talented artistes to Bombay, we hope the public will show its appreciation of his efforts in providing such an excellent means of amusements and give him a bumper house on the occasion of his benefit. Judging from the programme, which appears in our advertising columns, the entertainment to be given on Wednesday evening promises to be exceedingly good.

The Rev. Mr. Spring, whose departure was noticed in our last, was a Catholic Christian in a sense that is getting to be sufficiently rare among the clergy of the Church of England. He was free from the narrowmindedness which can see no good in other denominations, and find no pleasure in co-operating with Ministers of other Churches. He willingly met with these on the committees of our Evangelical Societies; he was one of the secretaries of the Army Scripture Reader Society in Bombay, and belonged to the committee of the City Mission. He had no sympathy with the Ritualism which has been making its way in Bombay during the last six or eight years ago, and sought by faithful exposition of the great truths of the Gospel to nautralize, if possible, some of the non-evangelical teaching of the times. His farewell discourse might very appropriately be printed in a form suitable for preservation.—*Bombay Guardian.*

Professor Vanek's Entertainment.—On Friday night this expert conjuror gave another of his entertainments in the Grant Road Theatre. There was a good attendance, and of course everybody was well pleased, as there was good reason to be. We have already mentioned the neatness with which the Professor performs his ticks, the great sensation of the "decapitation" scene, and the beauty of the dissolving views. We would only again assure those who have not seen the Wizard that his performances are exceedingly interesting. He has an excellent manner also. In calling his spirit with the respect that is due to an ethereal being, he has got not a little liveliness; and he is a capital hand at keeping up the attention of his audience. Might we not protest against the disagreeable noise among the gods of the upper circle on Friday night? The Parsees who amused it may rest assured that there is nothing funny in what they say and make such a noise about: nor is there any propriety in throwing pellets at the people beneath them.

Fire, and Serious Accident.—About 2 o'clock on the morning of Thursday last, a fire broke out in a building close to the saw mills of Messrs. Nicol and Co., Tank Bunder; and the Mandvie engine, while on its way thither and just beyond the junction of the Mount and Tank Bunder roads, slipped over the northern side of the Causeway and fell with the horses between the embankment and a large deep circular tank, the upper part of the engine resting against the wall of the tank. Three of the firemen were pitched into the tank and, the remainder on to the ground. One of them had his left arm broken; the others were more or less hurt. The men were got out of the tank by means of a rope; the horses were raised unhurt. Five of the wounded men were immediately conveyed to the police hospital. The engine did not appear to have suffered any material damage. The building that had taken fire contained a quantity of ship's store, and belonged to a Parsee woman. The whole of the building was destroyed, and the damage done to the property is estimated at Rs. 2,000. The origin of the fire is not known. Fortunately soon after the fire broke out, Mr. Mackenzie, of the Bombay Saw Mills, and Messrs. Spiers, Bellile, and Davies, were on the spot, and it was entirely owing to their praiseworthy exertions, and the aid of the saw mills fire engine, that a great amount of the timber stored there, amounting in value to some lakhs of rupees, was saved from distruction. A correspondent writes to us suggesting that the commercial houses and dealers interested in the timber should present a testimonial to these gentlemen for their successful exertions to save their property.

An Important Point of Law.—A short time ago Khatalbi, a woman, was convicted by Major C. E. Naylor, Cantonment Magistrate F. P. at Belgaum, of theft, in having dishonestly taken from the possession of her husband, Shaik Ismael, certain property consisting of wearing apparel, ornaments, and household articles, of the aggregate value of Rs. 175 or thereabouts, and sentenced under section 379 of the Indian Penal Code to undergo rigorous imprisonment for nine months. The case was referred by the Session Judge of Belgaum Mr. C. H. F. Shaw, for the orders of the High Court, under section 434 of the Code of Criminal Procedure, he being of opinion that a wife in the eye of the law was so identified with her husband, that, notwithstanding she wasted or made away with his goods, she could not be convicted of theft. The High Court (the Hon'ble Justice Tucker and Justice Gibbs) saw no reason to interfere. The act admitted by the accused woman amounted to abetment of theft, and under section 114 of the Indian Penal Code, she might be deemed to have committed theft. The female in question was a Mahomedan, and consequently there was not between her and her husband the same union of interest which existed between an English husband and wife (vide Bailie's Digest of the Mahomedan Law, Introduction XXIV., p. 145), and among the list of the articles removed with the abetment of the wife, there were some which under that law would be recognized as the exclusive property of the husband. The Session Judge had found fault with the magistrate for applying the term "caste" to Mahomedans. He was so far correct, but he had fallen into a similar error himself in referring to the followers of Mahomed as a "sect." The faith of Islam was a religion of which there were several sects. Under the circumstances of the case the Court made no order. The decision of the Cantonment Magistrate was confirmed.

Charge of Cheating.—At the Fort Police Court on Saturday last, one Dawood Khan Abdoolla Khan appeared before Mr. Nana Morojee, and laid the following information:—"I am a cultivator and an inhabitant of Chiploon. I came to Bombay about twenty-four days ago. I brought with me one hundred and fifty robins of rice for the purpose of selling them, and I stored the said rice in the house of one Manockjee Parsee at Khetwady. I took my residence in Jamblee Mohla. About sixteen days ago at about 10 o'clock in the forenoon, three persons named Sorabjee, Kheersee Bhattia, and Moosajee alias Keekajee Boree came to me at Khetwady and asked me if I would sell my rice to them. I told them I had already sold fifty robins of rice, and the remainder, one hundred robins, was for sale. They agreed to purchase them at the rate of four and a half rupees per robin, and they said they would pay me immediately on conveying the robins of rice to a warehouse at Ghas Bazaar. I consented to this and conveyed the robins of rice in bullock carts to the place abovementioned. They paid the cart hire and removed the robins of rice into their warehouse. I then asked them to pay me the value of the rice, and they took me to a shop in Camateepoora, where we found two Parsees named Jamsetjee Merwanjee and Hormusjee Cursetjee. After some conversation with the aforesaid three persons, Hormusjee Cursetjee left to go to the Fort to fetch money. Before doing so they desired me to wait until their return. They, however, did not return. I waited there till about 7 P.M., when Sorabjee, Khersee Bhattia, and Moosajee Boree asked me to go and call over the next day for money. I accordingly left. Next morning I went to the shop in Camateepoora and found that it was locked up. I then went to the warehouse in Ghas Bazaar and found that the robins of rice were not there. I then went in search of the five persons, but could not find them. I reported the matter to the police. I charge Sorabjee Parsee, Kheersee Bhattia, Moosajee alias Keekajee, Jamsetjee Merwanjee, and Hormusjee Cursetjee with cheating. On the 4th inst. summonses were granted by your Worship for the appearance of the defendants and made returnable to-day, but they could not be served as they (the defendants) were not forthcoming. I have reason to believe that they are evading service of the summonses, and I therefore pray that warrants may be issued for their apprehension, and that they may be dealt with according to law." The magistrate granted warrants as applied for.

GENERAL ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Calcutta, 24th February 1869.

Local rank is assigned to the undermentioned Officers:—
1st Battalion, 11th Foot.—Lieutenant P. T. Beames to be Captain, from the 24th of June 1868.
1st Battalion, 14th Foot.—Lieutenant Colonel J. Dwyer to be Colonel, from the 18th February 1866.
106th Foot.—Major W. M. S. Bolton to be Lieutenant Colonel, from the 11th of June 1868.

The Commander-in-Chief in India is pleased to make the following appointments:—
1st Bengal Cavalry.—Captain G. C. Thomson, 2nd Squadron Officer and officiating 2nd in Command, to Officiate as Commandant, vice Alexander, on furlough. Dated 19th February 1869.
Captain R. B. Hill, officiating 2nd Squadron Officer, to officiate as 2nd in Command, vice Thomson. Dated 19th February 1869.
Captain A. R. Chapman, Adjutant, to officiate as 2nd Squadron Officer, vice Hill. Dated 19th February 1869.
Lieutenant M. C. Smith, 1st Squadron Subaltern, to officiate as Adjutant, vice Chapman. Dated 19th February 1869.
Cornet F. Barrow, 2nd Squadron Subaltern, to officiate as 3rd Squadron Officer, vice Lindsay, on furlough. Dated 19th February 1869.
4th Bengal Cavalry.—Captain F. P. W. Freeman, 3rd Squadron Officer, to officiate as 2nd Squadron Officer, vice Simpson, on furlough. Dated 19th February 1869.
Lieutenant E. H. Curtis, General List, Cavalry, to officiate as 3rd Squadron Officer, vice Freeman. Dated 19th February 1869.
5th Bengal Cavalry.—Lieutenant H. B. Swiney, 1st Squadron Subaltern, to officiate as 3rd Squadron Officer, vice Newnham, on furlough. Dated 19th February 1869.
Lieutenant B. H. S. Gower, 2nd Squadron Subaltern, to officiate as 1st Squadron Subaltern, vice Swiney. Dated 19th February 1869.
18th Bengal Cavalry.—Captain D. W. Wise, 2nd in Command, to officiate as Commandant, vice Smith, on furlough. Dated 19th February 1869.
Captain D. C. S. L. Carnegie, late 4th European Cavalry, to officiate as 2nd in Command, vice Wise. Dated 19th February 1869.
6th Native Infantry.—Lieutenant C. F. Thomas, 2nd Wing Subaltern and officiating Quartermaster, to officiate as Adjutant, vice Hancock, on furlough. Dated 19th February 1869.
Lieutenant R. C. Beavan, Staff Corps, to officiate as Quartermaster, vice Thomas. Dated 19th February 1869.
7th Native Infantry.—Lieutenant J. Abercrombie, 2nd Wing Subaltern, to officiate as Quartermaster, vice Vyvyan on furlough. Dated 19th February 1869.
8th Native Infantry.—Lieutenant C. McD. Skene, 1st Wing Subaltern, to officiate as Quartermaster, vice Walter, on furlough. Dated 19th February 1869.
13th Native Infantry.—Lieutenant W. Wilmer, 2nd Wing Subaltern 45th Native Infantry, to officiate as Adjutant, vice Stevens, on furlough. Dated 19th February 1869.
16th Native Infantry.—Ensign A. E. Ward, 2nd Wing Subaltern, to officiate as Quartermaster, vice Clare, officiating as Adjutant. Dated 19th February 1869.
30th Native Infantry.—Lieutenant W. G. C. Halkett, 2nd Wing Subaltern, to be 1st Wing Subaltern, vice Campbell, who has resigned. Dated 19th February 1869.
31st Native Infantry.—Ensign A. C. G. Lydiard, 38th Foot, a candidate for the Staff Corps, to be 2nd Wing Subaltern, on probation, vice Robertson, transferred to the 6th Bengal Cavalry. Dated 19th February 1869.
33rd Native Infantry.—Lieutenant Colonel J. Y. Gowan, 2nd in Command, to officiate as Commandant, vice Laggmore, on furlough. Dated 19th February 1869.
Major T. Pierce, Staff Corps, to officiate as 2nd in Command, vice Gowan. Dated 19th February 1869.
43rd Native Infantry.—Major A. Blunt, Wing Officer, to officiate as 2nd in Command, vice Clarke, on furlough. Dated 19th February 1869.
Captain W. D. Palmer, from 2nd Wing Subaltern 4th Native Infantry, to officiate as Wing Officer, vice Blunt. Dated 19th February 1869.
3rd Goorkha Regiment.—Major H. H. Lyster, v. c., Wing Officer, to officiate as 2nd in Command, vice Paterson on furlough. Dated 19th February 1869.
Captain L. Smith, from 1st Wing Subaltern 4th Native Infantry, to officiate as Wing officer vice Lyster. Dated 19th February 1869.
For Attock.—Brevet Major E. C. D. Radcliffe, 88th Foot, to be Commandant, vice Major Campbell Staff Corps, deceased. Dated 15th February 1869.

Head Quarters, Calcutta, 1st March 1869.

With reference to G. O. C. C. dated 10th November 1868 p. 471, letters for Army Head Quarters which would not reach Calcutta by the 15th instant, are to be addressed to Umballa, at which station Army Head Quarters will be established on the 18th idem.

The Commander-in-Chief in India is pleased to make the following appointments:—
18th Native Infantry.—Ensign J. G. Kelley, 2nd Wing Subaltern, to be 1st Wing Subaltern, vice Loughnan, appointed to another situation. Dated 19th February 1869.
Ensign J. M. Jackson, 55th Foot, a candidate for the Staff Corps, to be 2nd Wing Subaltern, on probation, vice Kelley. Dated 19th February 1869.
Darjeeling Convalescent Depot.—Lieutenant (Local Captain) A. A. A. Kinloch, 3rd Battalion Rifle Brigade, to be Station Staff Officer, vice Osborn, whose term has expired. Dated 19th February 1869.
Dum Dum.—Lieutenant H. C. Collier, Staff Corps, to be Station Staff Officer. Dated 19th February 1869.
Roorkee.—Captain G. A. F. Arbuthnot, late 4th European Light Cavalry, to be Station Staff Officer. Dated 19th February 1869.
Umballa.—Captain C. N. Hodgson, General List, Infantry, to be Station Staff Officer. Dated 19th February 1869.

With the sanction of Government, Major General J. Travers, v. c., Bengal Infantry, is permitted to reside at Simla and the hills north of Deyrah.

Captain J. S. Walters, of the Bengal Staff Corps, is directed to proceed to Mooltan and do general duty there, until further orders.

Lieutenant C. H. Palmer, Staff Corps, attached to the 2nd Native Infantry, is transferred for duty to the 4th Native Infantry, and directed to join.

Lieutenant O. B. St. John, and Ensign R. H. Harrison, 58th Foot, having been appointed to do duty with troops proceeding to England via the Cape, the leave of absence granted to them in G. O. C. C. of the 28th and 23nd January last, (pp. 40 and 28,) is altered from fifteen to seventeen months, from date of embarkation.

In continuation of G. O. C. C. of the 18th ultimo, (p. 58,) the undermentioned Officers who appeared for examination in the native languages, before half-yearly committees held on the 11th January and 1st ultimo, have been declared by the Board of Examiners at Fort William to have passed the Higher Standard, agreeably to Clauses V, and VI. of G. G. O. No. 734 of 1864:—

On the 11th January 1869
Captain H. T. Butler, 4th Hussars.
Lieutenant H. B. Griffiths, 4th Hussars.
Captain R. Morris, 14th Bengal Cavalry.

On the 1st February 1869.
Lieutenant E. F. Fortescue, Cadre of late 34th N. I.
Lieutenant S. D. Turnbull, 21st Hussars.

The undermentioned candidates passed the Lower Standard in Hindoostanee on the 1st ultimo:—
Ensign G. W. Anson, 92nd Foot.
Private R. Higgins, 58th Foot.

Assistant Surgeon E. B. Gardner is appointed to the medical charge of the 20th Native Infantry, in the room of Surgeon Major C. Johnson, proceeding to Europe on furlough, on medical certificate.

THE LATE ACCIDENT ON THE BHORE GHAUT.

PROCEEDINGS OF THE GOVERNMENT COMMISSION.

Sixth Day, Thursday, 11th March.

The Commission resumed to-day in the Durbar Room Town Hall, at 12 o'clock when there were present:—Hon'ble L. H. Bayley, president; Col. Trevor, R. E.; Mr. Forde, C. E.; Captain Henry; Mr. Dosabhoy Framjee; and Captain Hancock, R. E., secretary.

[Pressure of matter, consequent on the arrival of the English mail, compelled us to keep over this report till to-day.]

Mr. T. J. Dewar, Resident Engineer, G. I. P. Railway, was again called this morning, and examined at some length by Mr. Forde on technical matters connected with brake power.

Mr. Walter Knox, examined by the Chairman, deposed—I am at present agent and traffic manager of the G. I. P. Railway. I have been here two years, and have had considerable experience in England in working inclines on the North Western system principally, as well as the colliery lines, both in Yorkshire, the West Midland, and Midland districts of England. The steepest gradients there were 1 in 25 for a short distance, say a mile and a half or two miles. I knew the Oldham incline well. That is 1 in 27. It is on the Lancashire and Yorkshire Railway. The London and North Western Company have running power also to Oldham. It was originally worked by ropes, but for many years past they have substituted engines. They have thirty ton engines on it; in fact ordinary engines, what are termed tank engines. The steepest gradient I am acquainted with is on a colliery line, which is about 1 in 25. I have no experience of the American lines or the Mauritius railway beyond the fact of my knowing the officials of that railway well, and conversing with them as to their system of working the line. I know the Folkestone incline of 1 in 30. Occasionally on these steep inclines trains run away in England,—it is simply brought to a stand when it comes to the level portion of the line. They had no catch sidings, or they would have many serious accidents. The only point approaching a catch siding is what is called a "dead end," such as that at the Victoria Station, Manchester, where there is an incline of 1 in 30, and a train is there brought to a stand by coming into the buffer. Then again there are the Euston Square Station and the one at King's Cross. These are what are called dead ends, and there are occasionally accidents at them. They might be put into the same category as the Reversing Station on these Ghauts. Within a short distance from the end, they run on a level. The approach into the Liverpool station is upon an incline somewhere about 1 in 75; I had the management of it for seven years. I had the management of four tunnels at Liverpool, one of which was upon a gradient of 1 in 37. On the South Eastern Railway as it approaches the New Cross Station there is an incline of 1 in 100. Practically, there has been found not the slightest difficulty in working steeper inclines in England than these are here, though they are worked at a much higher speed than these Ghauts. They rely, as a rule, upon the brake power attached to the carriages. On some of our colliery lines we prefer to detach the engine, and to substitute a special brake and utilise the waggon brakes. Sand is freely used upon these lines in England. In fact, they have ovens specially constructed at the end of each incline. Upon the arrival of the train, bags with filtered and dry sand taken from the oven are supplied to the engines, and men are also employed to sand the rails. The rails are sanded apart from the train on all the heavy gradients. In the event of a train attaining a high speed it would enable them to pull up. As a rule, the engines which run upon these lines in England are provided with sand in self-acting boxes. They are used by pulling two valves, by which one can open the boxes, and pour the sand out upon the line in a continuous stream. On the inclines the sand is always applied in a continuous stream and not thrown out in a mere handful; but the engines are so constructed, that in the event of anything happening to the valve, they have always another box to fall back upon; in addition, the engines are supplied with bags of sand. Sand has been applied in England ever since my railway experience commenced—seventeen years. In fact, that is the sole safeguard for working on inclines. And in a moist climate, like that of England, where there is a good deal of rain and dew and fog, it is preferable to rely on sand rather than on brake power; and not only that, you have in England, frost combined. You may have a fog, suddenly followed by frost, so that you have a cake of ice upon the rails.

By Captain Henry—That is a great deal worse than the fog,—very much worse than anything I have seen in this country.

By the Chairman—He thought the inclines could be worked in this country with greater ease than in England. Did not think the present sand boxes used on this incline were safe—throwing out the sand in handfuls instead of a continuous stream. He had always had a strong objection to them. It had been a matter of discussion between themselves, but of course there were different opinions among the locomotive department and the other officials as to the value of these boxes. Practically, there was no difficulty in making sand boxes to pour down a continuous stream. On the contrary, his practical experience justified him in saying that it was the only safeguard for working inclines in this country. He had travelled fifty and sixty miles and applied sand and pulled up the trains. Then if sand were properly applied by means of a continuous stream along the rails, an accident might possibly occur from the disarrangement of the brake power, or from men not applying the brakes. They had the means here but perhaps the men would not use them. Had had twelve months' practical experience of the Bhore Ghaut as traffic manager. Arrived in this country in March. A failure took place in July, and he was in constant attendance there up to December, and in almost daily attendance up to the July following. He was up there day and night, and constantly working this incline. Had found deviation in the men from time to time. Constantly looked for it and always expected it.

By the Chirman—(Q.) I believe you have heard all the evidence given here, from the beginning of this enquiry, and the various statements made in answer to the questions put as to what the accident is to be attributed to and the answers by Cogle, Arton, and others? (A.) Yes.—(Q.) Then what in your opinion was the cause of this accident? (A.) I have only had one opinion from the very first, and I consider it to be neglect on the part of the men in charge of the train.—(Q.) Who do you mean, Cogle and Arton, or one of them? (A.) I do not think either of them exercised sufficient care, and I say that opinion is justified by their actions from the first.—(Q.) You remember on the first day Cogle was asked what he thought was the cause of the accident, and that he said he thought it was caused partly by the dew and partly by the additional speed acquired by the driver reversing the engine; and that Arton, on the same day, attributed the accident to dew, and not having sand on the rails. And then again on the same day, Mather, the main line guard, said he did not think there was brake power enough, and attributed the accident to want of brake power and nothing else. So that each of these witnesses attributed the accident to a different cause? (A.) Yes; I recollect the statements.—(Q.) You do not agree with any of these statements? A. No; I do not.—Q. Does this difference, in your opinion, at all lead you to infer that they are desirous of screening one another and throwing the blame on that particular portion of the train not under their charge? (A.) I attribute the accident to want of sufficient thought and care. The cause is as simple as possible. Turning back to the evidence of those men in charge of the train which run away, they said it was a mystery, but still it was a matter as simple as possible.—(Q.) You do not agree with Mr. Dewar that there was anything mysterious? (A.) No; there was nothing mysterious at all about it. It is absurd of Mr. Dewar to say so.—(Q.) Do you think it was imprudent to leave Khandalla after the experience of the runaway which the guard and driver had had on the morning of this accident between Lanowlee and Khandalla? (A.) Not without taking other precautions than those which they did. There appears to have been no communication between the guard and driver, both of whom appear to have had over-confidence in their brake power.—(Q.) Do you think they should have telegraphed for orders? (A.) No; they should have gone on; but I think that at the top of the incline they should have commenced putting down sand.—(Q.) You are satisfied then that no sand was applied? (A.) There was no sand applied until they had got a considerable distance, when it was too late. I consider, further, that the action of the driver in persistently reversing and putting on and taking off his brake was wrong. If he had not done so I certainly think he could have pulled up on the 1 in 75, and I am justified in saying so from the experience I have had on this incline. In fact, I took a train down the incline on the following day, which had runaway on the 1 in 50, and we started with the rails in the same state and pulled up with a sprugg in the wheel on the 1 in 37, showing that the attention of the official was directed to working the train. No brakes were used.—(Q.) This was on a moist morning? (A.) Yes; similar to the one on which the train run away. We started from the Bhore Ghaut at 1 in 37 and we never attained more than ordinary speed and pulled up at the Reversing Station.—(Q.) Then you think, Mr. Knox, that the train had sufficient brake power if it had been applied? (A.) I do, and not only in this case, but in all others which have been reported to the Commission. The reason has been neglect on the part of the men in charge.—(Q.) Did you think before the accident, as you have thought since then, that that portion of the line between Khandalla and the Reversing Sation is unsafe? A. The fact is the Reversing Station will always be a source of alarm in working the traffic.—(Q.) Then would you prefer having the Reversing Station continued round the opposite hill? (A.) I have no doubt about it. The Reversing Station is a mistake, and I thought so from the first day I came to this country, and that the scheme might be improved. My view is this; Allow your mind to go back for a moment to the tunnel at 1 in 75 which runs in the direction of the ravine. If that had been turned in the opposite direction, it might have been brought into much better ground, ground much more suitable for a Reversing Station if that was necessary, but instead of a reversing station I would have had a triangle.—(Q.) Then you could have gone up the hill there if you had to and to the right before you get to the Reversing Station? (A.) You might then have got to the plot near Mr. Sasoon's bungalow.—(Q.) Then if that had been done, would it have been necessary to have a Reversing Station at all? (A.) No; of the Reversing Station I should have had this. (Mr. Knox here exhibited a plan, which he explained to the Commissioners.)—(Q.) Would not this have been much more economical as well as much safer or at least equally safe as going to the enormous expense of prolonging the Reversing Station to the opposite hill? (A.) Yes; I am of that opinion, and in my opinion I am further supported by that of Mr. Faviel. Mr. Berkeley thought he could get over much more ground by the Reversing Station, which was thought a great feat in engineering at the time.

By Captain Henry—Do you know whether it would be very expensive to carry out this plan of yours now? (A.) I do not know. In fact when I came into office I asked to have a plan got out at once.

thought of a day with me, but I have not thought about it for two years. Of course engineers may differ upon the point, but it is as plain as possible.—(Q.) Do you consider the present Reversing Stasion safe? (A.) I think it is most objectionable. It is nothing but a trap.—(Q.) Does it occasion great waste of power? (A.) I do not think there is much waste of power, because the Ghauts are so long, that you will always have to stop there to take in water. It is a mistake to imagine that if you dispense with the Reversing Station you get free from the necessity of stopping, for you must stop somewhere. You cannot go sixteen miles without water. In fact, in the monsoon we have frequently to shunt the train into the Thackoorwaddy siding and run to the Reversing Station to take water when the rails are in a slippery state.—(Q.) Are you in favour of a catch siding, or safety siding, as it is called? (A.) They are necessary on the Ghaut for the actual working of the traffic.—(Q.) Supposing the suggestion you make of a triangle is not carried out, do you think it would be necessary or prudent to have a catch sididing at the Reversing Station? (A.) Clearly; and I will show you a scheme which was prepared at my suggestion. (Mr. Knox here exhibited a plan, which he explained.)—(Q.) Do you think a catch siding could be made up Battery Hill? (A.) Not to provide for what we require.

By Mr. Forde—When was this plan prepared? Was it prepared lately? (A.) No; the matter has been in hand now for two years; but the plan was made after the accident.

By the Chairman—Then there has been for two years and upwards a feeling amongst the railway officials that the Reversing Station on the Bhore Ghaut required some alteration? (A.) Yes; and there was not only a feeling among the officials of this Company, but it was also the feeling of the Government Consulting Engineer; but the matter never assumed an official form. It was a subject of conversation at various meetings with Colonel DeLisle. (Q.) What do you suggest should be done at the Reversing Station? (A.) I should expect that there would not be a moment's thought over that. (Q.) Even in preference to your scheme of a triangle?—(A.) You understand that a survey means six months' delay, and in the meantime you have to go on with the traffic. I do not know whether tightening the gauge at the Reversing Station would have the effect.

By Mr. Forde—But that would affect your starting, would it not? (A.) No; I should only have the tightening upon the descending line, and then it would be a very great assistance. I should only have the tight gauge at that part of the line. I have not the slightest fear on the point; but of course what you have to consider is to take care that you have it so arranged that the line is attended to at all times by gangs of men; if they on their part neglect their work, and the line is left unattended to, then you are liable to have an accident.

By Captain Henry—The fact is that you have to guard against neglect. That is what you have to do? (A.) Then, again, if you have facing points, there is a liability of the train jumping off the rails.

By the Chairman—And a train rushing with great velocity towards the safety siding would be calculated to paralyse any pointsman? (A.) That would not very much matter, for if he was paralysed, the points would remain the same. So long as the points are sufficiently weighted to keep them in one position, it is not material whether the pointsman is there or not. (Q.) Then you think the Reversing Station should be at once prolonged? One witness said it should be prolonged by fifty yards, another a hundred yards, and another two hundred and fifty yards—what do you think would be a safe distance? (A.) I should say if you got a hundred yards more, you would be perfectly safe; that is until you decide something as regards the future—and also having the rails well sanded. (Q.) Would you continue the line along it, or have no rails laid down and let the engine plough along? (A.) I should make the guage at that portion of the line as tight as you could get it, so that the flanges of the wheels should bear as a kind of brake power. By Mr. Le Mesurier's scheme it would simply be destruction of a train, just as much as going over the tip. (Q.) Is there anything else you would suggest for the Reversing Station? (A.) No. (Q.) Would you like to see it done away with? (A.) Clearly; I think if my triangle could be constructed it would get over all the difficulties.—(Q.) Do you not think that the present Reversing Station might be done away with and the 1 in 37 incline continued through it, and then up the opposite hill, so that the continuation of a portion of the Reversing Station should not be of such an immense height if the present level were prolonged? (A.) The consideration is, that if you got so low, you would have a difficulty in getting your train out of the hole. (Q.) Have you any idea which of these improvements could be effected with the greatest speed, whether your triangle or the continuation of the line up the opposite hill? (A.) It would take less time to have the Reversing Station prolonged.—(Q.) How long would it take to prolong the Reversing Station for one hundred yards? A. Weeks. If energy were thrown into it, for we have an ample amount of muttee which we could bring down and tip there.—(Q.) And have you any idea what the cost would be? (A.) I could not say.—(Q.) Not more than two or three lakhs? (A.) I cannot say; it is a great depth to fill up.—(Q.) You would not have any masonry work? (A.) Well, we should want a certain amount of facing on the slop to keep the monsoon from washing it away. We would of course require to make a puckn bank for the train to run over.—(Q.) Do you think the rest of the incline is safe? (A.) Perfectly safe. I would be much better satisfied if the centre rail were introduced.—(Q.) Fell's system? (A.) Yes; trap sidings would be useless.—(Q.) But do you think sufficient time has been given for the thorough understanding of the working of Fell's system? (A.) It has been worked for thirty years, and I have seen it colliery lines.—(Q.) But would you introduce it the whole way up the Ghaut? (A.) No; only on portions. (Q.) What portion would you introduce on the Bhore Ghaut? (A.) On the 1 in 37 here and there. —(Q.) That would require the passengers to change carriages? (A.) No; I should merely attach to one or two of the brakes.—(Q.) And you could do that without much additional cost? (A.) I fully expect so from what I have seen of the gearing at home. I should say it could be done very cheaply.—(Q.) And would you apply that to the Bhore Ghaut as well? (A.) Yes; but not in the first instance. I should do to an extent make each carriage support itself.

By the Chairman—Would you have brakes to the first and second class carriages? (A.) No; I don't think it would be wise to do that. The composition of the train is two-thirds third class, so that you would always have a sufficiency of brake power.—(Q.) Do you like the present heavy Ghaut engines? (A.) I don't like them; since the pressure has been reduced.—(Q.) What is the pressure now? (A.) 120 lbs. Certainly they are splendid pieces of mechanism, but they are a very great weight to be pulling about. When they had the pressure of 140 lbs. they were the finest engines constructed for their particular work.—(Q.) What pressure are they capable of working up to? (A.) An engine like that can work up to 150 in the Mauritius I think you said they were at 150 lbs., and Mr. Le Mesurier has stated that in Ceylon the railway is worked up to 140lbs. with similar engines.

By Captain Henry—The higher the pressure the greater the economy of steam? (A.) Yes.

By the Chairman—Do you know why the pressure was reduced? (A.) It was on account of an accident in Sind. That was how the matter, in the first instance, was brought about; the question was mooted by the Government, and they devised a system which was to be adopted in the examination of boilers; and of course there is a difference of opinion amongst locomotive men as to how that is to be done. Some are in favour of hydraulic, and others for stripping. Of course that being the position of affairs, I was compelled to refer the matter home to our consulting engineer, he having charge of all the mechanical operations of the line, and no doubt from consultation with some of the leading men at home he came to the conclusion, that 120 lbs. was a sufficient pressure.

By Mr. Forde—Mr. Edward Woods is one of the best authorities, is he not? (A.) His notions are rather quaint.

By Captain Henry—What do they work at in America? (A.) 130 lbs. and up to 150. It is not wise to go above 140. Engines of that kind should have specially constructed boilers—if necessary steel boilers.

By the Chairman—Would you do away with the incline brakes? (A.) Yes; if the brakes were attached to the vehicles, I should.—(Q.) And now brakes are attached to all the third class carriages? (A.) No; it was merely to satisfy my mind and Colonel Trevor's I said I should attach them to see the result, and the result was such as we could never have expected. I may state that the expense to ourselves is very little, from the fact that we had Clark's brake was not worked successfully in this country on long trains: in fact, the train must be specially constructed for it to be of service. I don't know if you are acquainted with the Northern London Railway at home. There each carriage is provided with one buffer to provide for the slack.—(Q.) Would you still have the heavy engines going down? (A.) I think that is absolutely necessary, from the fact that you are always liable to have falling stones. Heavy engines in front would thereby better save the train.

By Mr. Dosabhoy Framjee—In what way would it save the trains? (A.) A heavy body such as the engine would resist a shock by which a lighter body would be thrown off the rails and over the slope.

By the Chairman—Is there anything else with reference to the Bhore Ghaut you wish to add? (A.) I don't know if you refer to the working generally. By Chairman—I mean any suggestion with reference to the future working of the line. (A.) I think what we should do is this—have self-acting as well as wet sand boxes on all our engines, in order to produce self-acting sand by boxes as well to our brake-vans, have a special gang of men kept always stream of sand, and rails at certain portions, and substantial expressly to sand the heavy and cumbrous brake waggons for the present brake to each third class carriage, the proportion of which in each train is 75 per cent. I may inform the Commission that I have had a strong opinion in favour of sand myself, but I fear that there is a very great objection on the part of the engineers to its use in fact the Government officials at home will tell you, "Can't you wear your rails out sufficiently fast without using sand."—(Q.) Does it not hurt the rails? (A.) Yes. It is very destructive, and it also gets into the motion of the engine and destroys the flanges of the wheel as well as the rails.—(Q.) By self-acting sand boxes you mean those that work by pulling a lever? (A.) It covers the whole of the sand box and allows it to trickle down,—it is merely a ball joint.

By Mr. Forde—They are less destructive than sanding rails by hand, are they not, for they are used only occasionally when wanted? (A.) Yes; only occasionally. As I may explain to the Commission in this country the difficulty is this—I have frequently travelled over them and found that after travelling 200 or 300 yards you may find yourself in a fog and you may go on a short distance further and come into the sun again. That is what you have to contend against here.

By the Chairman—Do you consider that long 1 in 27 is safe? (A.) Yes; perfectly safe.—(Q.) Are you in favour of putting a catch siding between the 10 and 11 tunnels? (A.) That will have to be done for traffic purposes, but at the same time it can be utilized for run away trains. I had a plan and estimate on hand before this accident took place. The traffic now at certain periods of the year is so heavy over the Ghauts, that we cannot get sufficient trains over, and my policy is and always has been to move as many trains as possible in the day-time.—(Q.) Is the traffic on Thull Ghaut much heavier than that on the other one? (A.) Yes; much better.

By Mr. Forde—The line is higher for a longer distance? (A.) Yes; of course. It is reasonable to suppose that. The goods trains occupy nearly an hour in travelling from Equtpoora to the Reversing Station, and in the meantime the line is rend

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.—
(Incorporated by National Decrees of 7th and 8th March and by Imperial Decree of 25th July 1854.)

Recognised by the International Convention of 30th April 1862, and by Act No. VIII. of 1864, of the Legislative Council of India, and by amended Act of 1867.

Subscribed Capital	£3,200,000
Paid up Capital	3,200,000
Reserve Fund	800,000

HEAD OFFICE—Paris.

AGENCIES AT

London.	Saigon.
Lyons, Marseilles and Nantes (France).	Hongkong.
Bourbon (Reunion).	Shanghai.
Calcutta.	Yokohama.

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The Union Bank of London, and Messrs. C. J. Hambro and Son.
AGENTS IN SCOTLAND.—National Bank of Scotland.
" IN IRELAND.—The Munster Bank, Limited.
" " —The Belfast Banking Company.

The Bank grants Drafts and Letters of Credit, and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the Continent of Europe.

CURRENT DEPOSITS.

These will be made up to the 30th June and 31st of December in each year, and if the balance shall not at any time during the half year have been below Rs. 1,000, interest at the rate of 2 per cent. per annum will be allowed on the minimum monthly balances. No interest will be allowed on one lac.

Deposits for fixed periods are received at interest, particulars of which may be obtained at the Bank as also any further information as to rules of business, may be had on application to the Manager.

All remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order."

E. J. HARDCASTLE,
Acting Manager.

9, Rampart Row, Bombay, 19th February 1868.

AGRA BANK (Limited).—
Capital—£1,000,000 (One Million Sterling).
In 100,000 Shares of £10 each.

HEAD OFFICE—Nicholas Lane, Lombard Street, London, E.C.

Edinburgh Branch—17 St. Andrew Square.

BRANCHES IN INDIA.

Calcutta	Agra.	Kurrachee.
Madras.	Bombay.	Lahore.

The Bombay Manager grants Bills of Exchange at the following rates on London at 6 months sight at 2/4 per Rupee

4	2s.	"
3	do.	1/11
2	do.	1/11
1	do.	1/11 11/16
On demand		1/11
On Scotland		1/11

No drafts at six months' sight are granted for sums under £50, and sums under £20 are only drawn for on demand.

INTEREST.

On Deposits repayable on demand will be credited half-yearly (on 30th June and 31st December) at the rate of 2 per cent. per annum on the minimum monthly balance not exceeding Rs. 1,00,000 upon all accounts the balance of which has not during the month fallen below Rs. 1,000. When such has been the case no interest will be allowed.

On Fixed Deposits subject to 3 months' Notice ...at. per ann.

Do.	6	do.	6
Do.	12	do.	8
Do.	24	do.	10

The Bank takes charge of Government Securities and realisation should be made for constituents without charge ...ll, or order.

All Drafts or Hoondies for ...turday, 10 to 1.

payable to the Agra Bank (LTD.) EDWARD MORRIS, Manager.

Hours of business, 10 to 3.

Bombay, 19th Feb 1869.

FOR SALE.

SALE at the Office of this Paper,
Price Re. 4, RULES relating to the WINDING-UP of JOINT STOCK COMPANIES, made by the High Court of Judicature at Bombay, pursuant to Section 189 of the Indian Companies' Act 1866.

FOR SALE, one well seasoned American Wooden Bungalow, with doors and windows, one Drawing Room, one Dining Room, two Bed Rooms, and two Dressing Rooms; also a separate Cook Room with Godown and a separate Stable.

For further particulars apply to MR. A. LAING, Machinist and Gun-maker, Cursetjee Sookiaee Street, Byculla.

FOR SALE.—VOLS. I. AND II. OF THE ORIENTAL RACES AND TRIBES, Residents and Visitors of Bombay. A Series of Photographs, with Letter-Press Descriptions. By WILLIAM JOHNSON, Bo. Uncov. Civil Service.
Vol. I.—Gujerat, Kutch, and Kattiawar.
Vol. II.—Maharashtra, or Mahratta Country.
Price per Volume 5 Guineas—Rs. 52½.
Bombay, 6th Feb. 1869. CHESSON & WOODHALL.

METAL MART BOREE BUNDER.—
Now landing, fresh Fire Clay, Fire Brick, and Portland Cement.

Thomas Perry and Sons' Fire Proof Safes and Deed Boxes.
Lowmoor Iron Plates.
Leather Belting, Suction and Delivery Hose.
Patent Duplex Punches, to punch Each Plate Iron.
Cast Iron Piping, 2 inches to 12 inches diameter.
Wrought Iron Piping.
Lead Piping and Sheet Lead.
Plate and Bar Iron.
Steel and Files.
Galvanised Corrugated Iron, Nos. 16, 18, 20 and 24 Gauge, ally expected and orders now being registered.
Estimates given for every description of Iron Work and Machinery.

W. NICOL & Co.

KINLOCH and ALLAN, IRON MERCHANTS.

Bar, Plate, Sheet and Hoop Iron.
Cast and Blister Steel.
Pig and Sheet Lead.
Lead and Wrought Iron Pipe.
Cast Iron Pipes.
Contractors' Tools.
Crab Winches.
Wrought Iron Hand Pumps.
Hardware.

To close an account the remaining portion of a shipment of Handsome Cast Iron Railings will be sold cheap.
Orders for all sorts of Iron Work promptly and quickly executed.

MAIN'S "PATENT" CONTINUOUS BAR FENCING

This Fence is now universally admitted to be the best and most secure that can be adopted ; and from its great durability, and the facility with which it can be erected or removed, is in the end the cheapest.

As compared with a Wire Fence its advantages are—

1st. Its greater strength and weight. The Horizontal Bars being stronger and heavier than Wires, the "Continuous Bar Fencing" is not so easily injured ; and what is of great importance, it is visible to animals, and thus accidents by animals running against the Fence are, in general, prevented.

2nd. No stones are required, and therefore a "Continuous Bar Fence" can be erected more quickly, without breaking up the ground, and by ordinary labourers.

3rd. No "Stays" or other "Extras" for curves are required.

KINLOCH and ALLAN, having been appointed Sole Agents for Messrs. A. and J. Main & Co., are now prepared to give quotations for the above, as also for Wire Fencing, Wire Netting Ornamental Gates, Railings, &c., &c.

Bombay, 8th February 1869.

FOR SALE, on Commission, at the Rooms of BOMANJEE DOSSABHOY, Commission Agent, next to the Book and Tract Society, Esplanade :

The properties of Gentlemen.

A second-hand English-built four-seated open Carriage with lamps and pole by Laurie and Marner.

A nearly new four-seated miniature Brougham by Corden and Sons.

A very light English-built small four-seated open Carriage by E. Davis.

The properties of Officers.

A second-hand English-built Park Phaeton with moveable driving box, and can be converted into a Brougham at pleasure.

A nearly new four-seated miniature Brougham with lamps and shaft.

Just Landed.

Two first class Clarence, by Laurie and Marner and Thorn.

The Properties of Gentlemen.

A very handsome nearly new English-built Mail Phaeton, with Lamps, Pole, and Shaft, by Laurie and Marner.

A second-hand Cab Buggy on C Springs, by James Henderson, Glasgow.

A first-rate English-built four-wheeled Dog-cart, with Lamps and Shaft, by Rogers and Co.

Just Landed.

A very handsome and small light park Phaeton, on C Spring, by Messrs. Nass Brothers, Longacre.

The Property of Gentlemen.

A nearly new Malvern Dog Cart, painted dark green, by McNaught and Smith.

Just Landed.

1 first-class high-wheeled Malvern Dog Cart, with folding heads, Collenge patent Axles, lacewood Shafts, painted dark blue, and lining to match, by Windover.

The Property of H. Birdwood, Esq., Registrar of the High Court, proceeded to England

A double-barrelled Gun, by B. Morrison.

The above Gun to be seen at the rooms of the undersigned.

Also,

A nearly new English-built four-seated Open Carriage, with Lamps and Pole, by H. Black & Co.

The Properties of Officer.

1 nearly new Malvern Dog Cart, with Lamps, by McNaught and Smith.

Also,

A nearly new four-seated Miniature Brougham, with surrounding double venetians and circular Glasses on front, Lamps and Shaft, by Thorn.

A second-hand English-built Mail Phaeton or Waggonnette with Lamps and Shaft.

Just Unpacked

A fresh batch of Plated and Brass mounted Buggy, Dog-cart, and Gig Harnesses.

The Property of a Gentleman proceeded to Europe.

A nearly new first-class handsome four-seated Open Carriage, painted dark green, lining to match, with enamel leather spare Top for Sun, Lamps and Pole, by Edwin Kesterton.

Just Landed.

1 very handsome Four-seated new Cab Phaeton, painted dark green, lining to match, with Lamps, Pole, and Shaft, by Jonas of Southampton.

Also, the Property of a Gentleman proceeded to England.

A nearly new Waggonnette.

Just Unpacked,

A few sets of best different coloured Kersey Horses' Clothings, Pads or Saddle Cloths for Single and Double Harnesses, Whip Sockets on Springs, Clips or Reinholders, some of them are with Rubber Springs, Bradley's Plate Powder in tin boxes, Couch and Gig Harness Liquid, spare Round Irons for Single Harness, Horse Brushes, Sami Leathers, &c.

And also,

A fresh batch of Children's single and double-seated Perambulators with highly furnished linings, folding-heads, aprons with double springs.

The Property of a Gentleman.

2 very small self-driving Pony Phaetons with Lamps and Shafts.

1 very handsome new English-built Cab Buggy on C springs, by Silk and Sons.

Several other new and second hand. Different kinds of Carriages to be seen in the other Godown, about 30 yards from the Rooms of the undersigned, on application.

BOMANJEE DOSSABHOY,
Auctioneer and Commission Agent.
Commission Rooms, Esplanade, Bombay,
10th March, 1869.

WINES, SPIRITS, BEER, &c.

MUMM'S CHAMPAGNE,
THE ORIGINAL BY JULES MUMM & Co.)

	Cash. Rs. as.	Credit. Rs. as.
In cases of 1 dozen each	40 0	44 0

A fresh consignment, DIRECT, on sale by

TREACHER & Co. (Limited.)

J. & C. WHITE'S

UNEQUALLED SHERRIES.

		Cash. Rs. as.	Credit. Rs. as.
PALE DINNER, a light dry Wine.....per doz.		22 8	25 0
VINO DE PASTO, a fruity Wine, highly recommended for general use	"	27 0	30 0
SUPERIOR PALE J. & C. W.'s special "White Seal" brand	"	30 0	33 0
MANZANILLA, a fine very dry Wine.....	"	34 0	38 0
LIGHT AMONTILLADO, a pure delicate Wine	"	38 0	42 0
SUPERIOR AMONTILLADO, the finest grown	"	44 0	48 0

A fresh supply of these splendid Wines on sale by the

SOLE AGENTS—

TREACHER & Co. (Limited).

WINES, SPIRITS, BEER, &c.

ARRIVAL IN THE HARBOUR
OF THE
"KHORASAN."

PAYNE AND Co.,
ELPHINSTONE CIRCLE,
BOMBAY,

Have the pleasure to announce the arrival of the "Khorasan," from London, with the following Wines for them :—

SHERRIES
SPARKLING MOSELLES
SPARKLING HOCKS
PORTS—OLD TOM
JAMAICA RUM—VERMOUTH
ORANGE BITTERS
BRANDIES
EAU DE VIE
HOLLANDS
GINGER WINE
EIGHT BRANDS OF CLARETS
STILL HOCKS
Detailed particulars below.

NOTICE TO MESSES AND MOFUSSIL RESIDENTS.

All Orders for Sherries now standing registered in our books, awaiting the arrival of the "Khorasan" will be despatched immediately on being landed. The following are the descriptions and prices. This being a large shipment we solicit further order for them.

SHERRIES.

The whole of our Sherries are imported by us direct from the

XERES

Credit.			Cash.
20 0	B	Red—A pale full flavoured ...cheon Wine ..... but much drier ..... ured Wine, fine	18 0
20 0	A	Red—Same quality as abo...	18 0
20 0	C	Red—A Pale, rich Solarly suitable as a Averna, per Dinner	22 0
27 0	1	White—possessing great delicacy or flavour, and recommended as a good Dessert Wine	24 0
30 0	2	White—Old natural pale dry Wine extremely mellow and fine, and very dry, quite the Amontillado character	27 0
32 0	3	White— Ditto, ditto, also very dry ...	29 0
33 0	4	White—Vine de Pasto, a Wine well known at all the best Westend Clubs in London ; choice, old, delicate, pale and dry Wine ...	30 0
32 0		Amontillado, very pale delicate flavour, very dry and full of aroma. We offer it to the connoisseur who can appreciate the characteristics of a fine Amontillado ; very old.....	30 0
35 0		Manzanilla, a pale, old, and elegant Wine, very choice. We offer it to those who can appreciate the extremely delicate flavour and dryness peculiar to this Wine	32 0

PORTS.

Imported direct from Oporto, where our Reserves are held ; they are the produce of the Upper Douro District.

18 0	One Grapes, full bodied fruity Wine	16 0
24 0	Two Grapes, a superb full flavoured Wine, very mellow, a good After-Dinner Wine	21 0
30 0	Three Grapes, a fine Invalid Port, it possesses a Burgundy flavour with a fine bouquet and good body	27 0

☞ Our Shipment ex "Prince Oscar" of Gold and Silver neck-one and two Stars Champagne has all been disposed of.

Now Landing

EX "MERWANJEE FRAMJEE."
CHAMPAGNES.

Cordon Blue	Rs. 28 0
Creme de Bousy	34 0
Fleur de Sillery	40 0
Light Dry Sillery	35 0

Only a few days landed from the
"PRINCE OSCAR."
And will commence landing from the
"KHORASAN,"
On the 4th March the following :

SPARKLING MOSELLES,

The whole of our Hocks and Moselles are imported direct from our Agency at Coblentz, where we have a fine stock of first-class Wines.

Credit.		Cash.
34 0	Crown Brand, fine Sparkling, highly recommended...	32 0
37 0	Ditto—brand, Payne & Co., Coblentz	34 0
42 0	Ditto Nonpareil, extra superior.....	39 0

SPARKLING HOCKS.

Crown Brand, fine Sparkling, highly recommended	Rs.	36 0
45 0 Ehrenbreitstein, pale and elegant.....		40 0

It will be observed that our quotations for sparkling Wines, are for good delivery from our Godowns.

WHITE WINES OF THE RHINE.

"STILL HOCKS"

Much used in England, and Imported extensively by our Calcutta House for many years.

Credit.			Cash.
20 0	Laubenheim, Vintage	1862..... Rs.	18 0
23 0	Bodenthal ditto	1862.....	20 8
23 8	Geisenheim ditto	1862.....	21 0
25 0	Ostrich ditto	1863.....	22 0
29 0	Nierstein ditto	1862.....	26 0
36 0	Scharlachberg ditto	1862.....	32 0
24 0	Erbach ditto	1865.....	21 0

Rudesheimer, Johanisberger, and Steinberger, also in stock, of select vintages. Rs. 28,34, and 36, respectively, cash.

CLARETS.

Our Clarets reach us direct from our Bordeaux house, where we have always a reserve of Two or Three Hundred Hogsheads of Good Vintage Wines.

Credit.		Cash.
13 0	Good Bordeaux.....	12 0
15 0	Payne's Medoc.....	13 0
15 0	Breakfast Claret	13 0
17 0	Saint Julien	15 0
20 0	Basilley	18 0
20 0	Beych ville.....	18 0
34 0	Chateau Lafite.....	28 0
22 0	Chateau La Rose	20 0
30 0	Chateau Latour	26 0
34 0	Chateau Margaux.....	28 0

N. B.—The 4 last in Pints.

BRANDIES.

We have always a reserve of two hundred and fifty to three hundred Hogsheads of Brandy in bond in the London Vaults, which are allowed to mature before bottling ; this enable us to keep up the quality and character of our own brands.

Credit.		Cash.
22 0	Ditto, ditto Vine Leaf ..... Rs.	27 0
32 0	☞ Green Vine Leaf Brandy	29 0
34 0	Brandy, old (2 stars)	30 0
40 0	Ditto, Liquor.....	36 0

NOTE.—We recommend the Green Vine Leaf as a moderately priced and fine Brandy, Rs. 29 Cash. We have Imported this Brandy into Calcutta in large quantities for more than 20 years.

SPIRITS, LIQUORS, &c.

Credit.		Cash.
22 0	Jamaica Rum, Old Pineapple..... Rs.	20 0
20 0	Old Tom, or Cordial Gin.....	18 0
	Genuine Hollands Gin.....	
	(Scheidam) 15 large Squaner in a case.....	
	Do. Do. Do. 12 small Squaner in a case.	
20 0	Whiskey Glenlivat, Highland.....	18 0
22 0	Whiskey Irish LL	20 0
20 0	Orange Bitters	17 0
21 0	Ditto, ditto, superior.....	18 0
20 0	Ginger Wine	17 0
20 0	Cherry Brandy.....	16 0

DUTCH LIQUEURS.

40 0	Curacoa Noyeau &c..... Rs.
40 0	Maraschino de Zara.....

FRENCH LIQUEURS.

32 0	Noyeau, Parfait Amour, Curaco, Vanille, Chatreuse Jenui Rose Raspail ....per doz. assorted Rs.

N. B.—All the above Wines and Spirits have been just landed.

STEINWEIN in Original Dutch Flacons, with handles, in one dozen cases. The Flacon contains one Quart .....

CHATEAU Y'QUEM.

Credit.		Cash.
24 0	A description of Liquer Sauterne highly appreciated	38 0

BASS' BEER IN WOOD.
Quarter Casks Kilderkins.

TERMS.

GUARANTEE.—We wish it to be distinctly understood that in all instances we guarantee the quality and purity of our Wines and Spirits, and that we engage to take back or exchange any that may not be approved.

QUOTATIONS.—Our quotations for Sparkling Wines are for good delivery from our Godowns, our calculations being based to guarantee the full complement of sound bottles in each case ; the risk of breakage and ullage is thereby avoided by the consumer.

DELIVERIES.—Our deliveries will be in quantities of not less than 1 doz., excepting Liquors, which can be had in any quantity, sample bottles may be had and to the purchasers of 6 dozens and upwards there will be no charge made for the same.

OUR LONDON & BORDEAUX HOUSES.—Those of our friends desiring to indent direct on our London and Bordeaux houses can be supplied at home quotations.

CASH DEPARTMENT.—We would direct special attention to our cash quotations which we have found so successful in Calcutta, whereby our friends derive all the advantages of a cash transaction, by obtaining their Wines at the very lowest remunerative prices. All orders to the Cash Department should be accompanied by a Remittance, in the absence of which they will be transferred to the Credit Department for execution at credit rates.

ADULTERATIONS.—We take the liberty of mentioning that there is a vast quantity of adulterated Wines shipped to this country which are offered at somewhat lower prices than those at which we can afford to sell pure ones ; still we are assured that good wines will stand their ground when fairly tested. Those parties, however, who vend "made up" wines act very injurious to the fair trader, and bring discredit on the merchant generally.

PAYNE AND COMPANY.
(BOMBAY BRANCH,)
BOMBAY,
WINE MERCHANTS & REGIMENTAL AGENTS,
OFFICES AND SAMPLE ROOM—Elphinstone Circle.
(Immediately opposite the Custom House).
GODOWNS, MARINE STREET.
ESTABLISHED IN CALCUTTA UPWARDS OF HALF A CENTURY.

WINES, SPIRITS, BEER, &c.

PAYNE AND Co.
(BOMBAY BRANCH.)

BASS' BEER.

Bottled by the eminent Firm of M. B. Foster & Sons of Brook Street, Bond Street, London,

FOR WHOM WE HAVE BEEN APPOINTED SOLE AGENTS IN BOMBAY.

CASH PRICES.

Quarts per dozen.....Rs.	6 8
Pints per dozen.....	4 0

BASS'S INDIA PALE ALE
Bottled by H. STONE & Co.,

CASH PRICES.

Quarts per dozen.....Rs.	6 8
Pints per dozen	4 0

GUINNESS' DUBLIN
XXXXX. STOUT

Recommended to Invalids being free from acidity and very potent.

CASH PRICES.

Quarts per dozen.....Rs.	8
Pints per dozen	5 0

☞ This is GENUINE STOUT (Not Porter)
Bottled by Sparks Molin

TO MESSES AND MOFUSSIL RESIDENTS.

BASS BEER Bottled by Stone in Barrels of 4 dozen Quarts and 3 dozen Pints.

BASS BEER Bottled by Foster and Sons is in cases of 3 dozen Quarts and 6 dozen Pints.

NO CHARGE FOR ORIGINAL PACKAGES IF A SMALLER QUANTITY BE ORDERED FOR THE MOFUSSIL A SMALL CHARGE FOR PACKING WILL ENSUE.

PAYNE & Co., Bombay.

CUTLER, PALMER & Co.
[ESTABLISHED IN BOMBAY IN 1842.]
DEAN LANE, BOMBAY.

IMPORTERS AND EXPORTERS OF WINES, SPIRITS, AND LIQUORS.

Established in Bordeaux and London in 1815 and in India in 1842.

LONDON HOUSES	{Wholesale and for Export only—Tower Bonded Vaults. Retail—Charing Cross Railway Arches.
BORDEAUX HOUSE	{Wholesale and for Export—Place du Champ de Mars.

REPRESENTATIVES

In China, Calcutta, Madras, Colombo, Kurrachee, New York, New Zealand, Manilla, New Orleans.

We respectfully solicit the commands of MESSES, GENERAL MERCHANTS, and EUROPEAN RESIDENTS of WESTERN INDIA, to whom from the extensive nature of our business, we can offer better terms than any other House in Bombay. Being importers on the London and Bordeaux Markets and having direct contracts with growers of Champagnes, Sherries, German Wines and Ports, who make up our Wines under our own supervision ; we are in the best possible position to offer liberal terms to every class of consumers, whose tastes we have ; from our experience of upwards of 50 years exclusive trading in Wines, Spirits, been enabled to arrive at with certainty.

We subjoin our LIST OF SELECTED WINES for this market, and beg to intimate :—

1st. That we cannot execute orders for less than 1 dozen quarts, or 2 dozen pints of either one of them, Liqueurs excepted ; these do not less quantities than a dozen pints or quarts.

2nd. That our Wines and Spirits are procurable from every respectable General Shopkeeper in Bombay and at Out-stations ; they, however, fix their own selling prices for them.

3rd. That our quotations are for delivery from our Godowns, and that we do not take the risk of subsequent breakage. Nor can we undertake to deliver Wines, &c. in Bombay.

4th. That our quotations for all Sparkling Wines do not provide for examination of original packed Cases, or for the rejection of alleged or broken bottles likely to be found in such Cases, on arrival, after a long sea voyage. We guarantee each Case to contain its full complement of sound Bottles at time of shipment, but at our prices cannot provide for atmospheric or climatic influences ; if our constituents like us to take this risk, which affects sparkling wine more than any other, we can only do so by adding Rs. 4 per dozen quarts, and Rs. 2½ per dozen pints to our quotations.

CLARETS.
Our own Brand

		per doz. Qts.	Pts.
A 1	—Chateau Latour or Mouton.		
	Gold Capsule, Labelled & Branded ... ...Rs.	30	Rs. 16
No. 1	Rauzan, Black capsule, do ... ... "	25	" 14
"	2—Leoville, Blue capsule, do ... ... "	22	" 12
	Chateau Palmer, Blue capsule,... ... ... "	22	
"	3—La rose, Yellow capsule, do ... ... "	18-8,	10-8
"	4—St. Julien, Green capsule, do ... ... "	17	" 10
"	5—Medoc, Red capsule do ... ... "	15-8,	9
"	6—Medoc, White capsule, do ... ... "	13-8	
	Sauterne, Red capsule, do ... ... "	22	

Very choice BURGUNDIES—Red and White.
(Our own Brand.)

Chambertin, Labelled and Branded ... ...Rs.	32
Nuits, ditto ... ... "	26
Macon, ditto ... ... "	21
Chablis, ditto ... ... "	22

The finest DRY CHAMPAGNES that can be shipped.
(Our own Brand.)

Magnums Finest Dry ... ...Rs.	74
Finest Dry Sparkling, Gold foil, Labelled & Branded ... ... "	36 Rs. 19-8
Fine Sparkling Silver Foil ditto ... ... "	32 " 17-8
Good Sparkling, ditto ditto ... ... "	27 " 14-8

GERMAN WINES.
(Our own Brand.)

Nonpareil Sparkling Hock or Moselle, Gold foil, Labelled and Branded... ... ...Rs.	36 to 19-8
Sparkling Hock or Muscatel Moselle Silver foil... "	32 " 17-8
Moselle Still, Marcobrunner ... ... "	34 ...
Hock, " Braunberger, do. ... ... "	25 ...
" " Johannisberger ... ... "	42 ...
" " Forster Traminer ... ... "	34 ...
" " Rudesheimer, do. ... ... "	26 ...
" " Hocheimer, do. ... ... "	23 ...

Specially selected SHERRIES for tropical consumption.
(Our own Brand.)

	Qts.
Amontillado, very choice and superior ... ...Rs.	32 0
Amoroso, very choice, full flavored, soft, pale... ... "	28 0
Sherry, No. 1, Green seal, full bodied, light gold colour, nutty and dry ... ... "	22 0
do. No. 1, Blue seal, very pale and dry ... ... "	22 0
do. " 1, Brown Seal, pale and dry ... ... "	22 0
do. " 2, Yellow seal, pale and dry, an excellent Dinner Wine ... ... "	18 0
do. " 3, White seal, ordinary Dinner Wine ... ... "	15 8
Marsala, Virgin Pale... ... ... "	23 8
Madeira, East India (one voyage) ... ... "	33 8

PORTS.
(Our own Brand.)

	Qts.	Pts.
A 1 quality, Gold Seal, an Invalid's Wine full and fruity. Trade mark ... ...Rs.	30	0
1st quality, Black seal—Dessert Wine mature ... ... "	24	8 14-8
2nd " Red seal—a good second quality Wine ... "	18	9

Our Spirits are protected by Patent Trade Mark Capsules and Labels.

These latter have, in shape (Heart-shaped) been extensively imitated.

Superior very Old Pale Cognac, No. 1—Black Capsule... ...Rs.	32
Superior Old Pale Cognac, No. 2.—Yellow capsule ... ... "	28
Cognac, Pale, No. 3—White capsule ... ... "	25
Rum, Superior Old Jamaica, 1st quality ... ... "	22
Gin, London Old Tom, 1st quality ... ... "	21
Whisky, 1st quality, Irish ... ... "	23
" Scotch ... ... "	21
Geneva, in flasks (1 dozen in a case) ... ... "	21

LIQUEURS.
The finest : cheap imitations we do not ship.
OF THE BEST MANUFACTURERS.

	Qts.	Pts.
Curacao, finest ; Amsterdam, Orange or White ... ...Rs.	40	22 0
Maraschino di Zara, best... ... ... "	40	22 0
Cherry Brandy, 1 st Copenhagen ... ... "	30	16 0
Orange Bitters (the best)... ... ... "	20	

OUR TERMS for Cash Payments, Credit, &c., are as follows :—

To private Customers we allow 5 per cent. discount off our published quotations for payments made within a month from purchase ; three months' credit will be allowed to approved parties, without discount ; Interest will be charged at 10 per cent. per annum beyond three months ; MESSES, on comparing our quotations with direct London invoices (taking care to add thereto all charges for Agency, Freight, Duty, &c.), will find that Wine, &c. can be supplied them most economically from our Bombay Godowns, while our Stocks will afford as much choice for selection. Merchants and Traders buying over 30 dozen at one time for resale, can learn on very liberal terms on application at our Office in Dean Lane.

IN addition to our own exclusive business we have been entrusted with the sale of

MOULE & Co.'s PATENT EARTH CLOSETS.

And we are empowered to receive Indents for Carriages of every description from the Manufacturers by special appointment to the Queen, H.R.H. the Prince of Wales, and H. R. H. the Duke of Cambridge, Commander-in-Chief.

Particulars and illustrations of the abovenamed articles can be obtained at our Offices in Dean Lane.

CUTLER, PALMER & Co.

FOR SALE, by the undersigned—

Carbonell's Sherry	Rs.	30 per dozen.
Do. Port	"	30 "
Delbruck Fils' Claret St. Estephe	"	17 "
Do. Do. St. Julien	"	12 "
Do. Do. St. Estephe in Wood...	"	180 per Hhd.
Do. Brandy		16 per dozen.

EWART, LATHAM, & Co.

PRIZE MEDAL BRANDIES.
by the
VINE-GROWERS' ASSOCIATION
OF COGNAC,

	Cash. Rs. as.	Credit. Rs. as.
COGNAC, Fine Old Pale, per dozen.....	27 0	30 0
COGNAC, Fine Old Pale ; the "Travelling Bottle," a flat and portable speciality for Travelers' use, per dozen.....	18 0	21 0
COGNAC, Old Pale, per dozen.....	24 0	27 0
COGNAC, Old, per dozen.....	18 0	21 0

A fresh supply of these fine Spirits on sale by the

SOLE AGENTS—
TREACHER & Co. (Limited).

CHARLES TOVEY AND SON.

MESSES OWEN and OKELL, Agents of the above Eminent, Shippers, have for sale the following Wines :—

		Quarts 1 and 3 Doz. Cases. per doz.	Pints 2 Doz Cases. per doz.
SHERRIES.	Amontillado..... Rs.	28	—
	No. 2 White Capsule... "	32	" 17
	" 3 Green Seal ..... "	24	"
	" 1 Ruby Capsule..... "	40	" 21
	" 3 "Crowns" Solera ... "	44	" 23
SAUTERNES.	Two headed Eagle..... "	25	" 13½
CLARETS.	No. 4 White Capsule... "	15	" —
	" 3 " ... "	20	" 11
	" 2 c Blue Capsule... "	24	" 13
	" 2 s " ... "	30	" 16
	" 2 Yellow Capsule... "	36	" 19
	" 1 Two headed Eagle..... "	40	" 21

Orders for the undermentioned shipments *(shortly expected to arrive,)* can now be registered :—

Per "Noel," from Bordeaux,
COGNAC, SAUTERNES.
Per "Courier-de-Bombay," from Bordeaux,
WHITE AND RED BURGUNDIES, CHAMPAGNE, COGNAC, CLARET.
Per "Gaulois," from Bordeaux,
CHAMPAGNE, CLARET.
Per "Merwanjee Framjee," from London,
HOCK, MOSELLE, HOLLANDS, GENEVA.
Per "Star of the South," from London,
MOSELLE.
Per "Hindustan" from London.
ISLAY, MALT, AND IRISH WHISKEY, OLD TOM, PORT.

OWEN AND OKELL.
Agents Bombay Presidency, For Charles Tovey and Son.
Agents for Bengal—Messrs. Turner, Morrison and Co., Calcutta.
Also, R. I. Burton Pale Ale, bottled by "Farie," in prime condition Rs. 4-15 per doz. quarts.

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WINES.

PORT—A really Pure and Sound Wine by direct Importation	Rs.	24 per dozen.
SHERRY—Direct from Xeres.....	"	24 "
MADEIRA.....	"	27 "

CLARET.

MEDOC.....	Rs.	10 8 per doz.
PAUILLAC	"	12 0 do.
ESTEPHE.....	"	14 0 do.
do. Pints	"	8 0 do.
MARGAUX, Quarts	"	16 0 do.

BEER AND STOUT.

Bass' Pale Ale in quarts, bottled by Cameron and Co., Edinburgh	Rs.	6 0 per doz.
Do. Do. in Pints	"	4 4 do.
Guinness's Stout, bottled by Friend, In quarts	"	6 8 do.
In Pints	"	4 4 do.

Cognac Vieux, first quality	Rs.	24 per dozen.
Do. second "	"	20 "

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TO SMOKERS.

Mr. N. has just received a fresh supply of really first rate quality of Cheroots and Cigars.

TRICHINOPOLY CHEROOTS, No. 1. II. III.
PONDICHERRY CHEROOTS & CIGARS,
INDANA,
LONG COMMON.
COCONADA CHEROOTS.
MANILLA CHEROOTS & CIGARS No. 2.
HAVANNA CIGARS.

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JUST LANDED, per "CRUSADER,"
PIANOS.

Solid Mahogany and Solid Walnut, 7 Octaves, by Schiedmayer of Stuttgart, made expressly for the climate of India.

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Solid Oakwood, by Troyser of Stuttgart. These Harmoniums have been known to stand the climate of India for 15 years.

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Best York Hams.....	Rs.	1 2 per lb.
Wiltshire Bacon	"	1 0 "
Double Gloster Cheese	"	1 0 "
Cheddar	"	1 0 "
Cheshire	"	1 0 "
Stilton	"	1 4 "
Gruyere	"	1 0 "

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COD LIVER OIL.

"I am satisfied that for Medical Purposes no finer Oil can be procured."—Jonathan Pereira, M.D., F.S.S.

	Cash. Rs. as.	Credit. Rs. as.
Imperial Half Pint Bottle, each	1 12	2 0
Imperial Pint Bottles "	3 4	3 12
Imperial Quart Bottles "	6 4	7 0

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